# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

# AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ADAK ISLAND, AK** | |
| ADAK | **NDB/DME Rwy 23[1]**<br>**RNAV (GPS) Rwy 23[2]** |
| [1]Categories A,B, 1600-2; Categories C,D, 1600-3. | |
| [2]Categories A,B,C, 1300-3; Category D, 1600-3. | |
| **AKHIOK, AK** | |
| AKHIOK | **RNAV(GPS)-A** |
| NA when local weather not available. | |
| **ALLEN AAF, AK** | |
| ORIG B 08325 | |
| DELTA JUNCTION/ | |
| FORT GREELY | **ILS or LOC/DME Rwy 10** |
| NA when control tower closed. | |
| **ANAKTUVUK PASS, AK** | |
| ANAKTUVUK PASS | **RNAV(GPS)-A** |
| Categories A,B, 3100-2; Category C, 3100-3; Category D, 3200-3. | |
| **ANCHORAGE, AK** | |
| MERRILL FIELD | **RNAV(GPS)-A** |
| NA when local weather not available. | |
| TED STEVENS | |
| ANCHORAGE INTL | **ILS or LOC/DME Rwy 7L[1]**<br>**ILS or LOC/DME Rwy 7R[1]**<br>**RNAV (GPS) Rwy 7L,**800-2¼<br>**VOR Rwy 7R[2]** |
| [1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾. | |
| [2]Category E, 800-2¾. | |
| **ANIAK, AK** | |
| ANIAK | **LOC/DME Rwy 10[1]**<br>**RNAV (GPS) Rwy 28[2]** |
| [1]Category D, 800-2¼. | |
| [2]NA when local weather not available. | |

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ANVIK, AK** | |
| ANVIK | **RNAV (GPS) Rwy 17**<br>**RNAV (GPS) Rwy 35** |
| [2]NA when local weather not available. | |
| **ATKA, AK** | |
| ATKA | **RNAV(GPS)-A** |
| Categories A, B, 1300-2; Category C, 1300-3. | |
| **ATQASUK, AK** | |
| ATQASUK EDWARD BURNELL SR MEMORIAL | **NDB Rwy 6**<br>**NDB Rwy 24**<br>**RNAV (GPS) Rwy 6**<br>**RNAV (GPS) Rwy 24** |
| NA when local weather not available. | |
| **BARROW, AK** | |
| WILEY POST-WILL ROGERS MEMORIAL | **NDB Rwy 24** |
| Category C, 800-2¼; Category D, 800-2½. | |
| **BARTER ISLAND, AK** | |
| BARTER ISLAND LRRS | **RNAV (GPS) Rwy 7**<br>**RNAV (GPS) Rwy 25** |
| NA when local weather not available. | |
| **BETTLES, AK** | |
| BETTLES | **RNAV (GPS) Rwy 19** |
| Category D, 800-2¼. | |
| **BUCKLAND, AK** | |
| BUCKLAND | **NDB/DME Rwy 11**<br>**NDB/DME Rwy 29**<br>**RNAV (GPS) Rwy 11**<br>**RNAV (GPS) Rwy 29** |
| NA when local weather not available. | |
| **CHEVAK, AK** | |
| CHEVAK | **RNAV (GPS) Rwy 2**<br>**RNAV (GPS) Rwy 20** |
| NA when local weather not available. | |

NAME ALTERNATE MINIMUMS

**DEADHORSE, AK**

DEADHORSE ..... **ILS or LOC/DME Rwy 5**
**LOC/DME BC Rwy 23**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR/DME Rwy 5**
**VOR/DME Rwy 23**
**VOR Rwy 5**
**VOR Rwy 23**

NA when local weather not available.

**DEERING, AK**

DEERING ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 20**
**RNAV (GPS) Rwy 29**

Category C, 800-2¼.

**DILLINGHAM, AK**

DILLINGHAM ..... **LOC/DME Rwy 19**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
**VOR Rwy 1**
**VOR/DME Rwy 19**

NA when local weather not available.

**EMMONAK, AK**

EMMONAK ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
**VOR Rwy 16**
**VOR Rwy 34**

NA when local weather not available.

**FAIRBANKS, AK**

FAIRBANKS INTL ..... **ILS or LOC Rwy 2L[1]**
**ILS or LOC Rwy 20R[1]**
**VOR or TACAN Rwy 20R[2]**

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾, Category E, 900-3.

**GALENA, AK**

EDWARD G. PITKA, SR ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
**VOR/DME Rwy 7**
**VOR/DME Rwy 25**

NA when local weather not available.

**GAMBELL, AK**

GAMBELL ..... **NDB/DME Rwy 34[1]**
**NDB Rwy 16[2]**

[1]Categories A,B, 900-2; Category C, 900-2½; Category 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**GUSTAVUS, AK**

GUSTAVUS ..... **RNAV (GPS) Rwy 29[1]**
**VOR/DME Rwy 29[2]**

[1]NA when local weather not available.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

**HOLY CROSS, AK**

HOLY CROSS ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**HOMER, AK**

HOMER ..... **RNAV (GPS) Y Rwy 21**

Categories A,B, 1200-2; Categories C,D, 1200-3.

**HOOPER BAY, AK**

HOOPER BAY ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR/DME Rwy 31**

NA when local weather not available.

**IGIUGIG, AK**

IGIUGIG ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

NA when local weather not available.

**JUNEAU, AK**

JUNEAU INTL ..... **LDA X Rwy 8**
**RNAV (GPS) V Rwy 8[2]**

[1]Day, Categories A,B, 3000-5; Category C, 3200-5; Category D, 3500-5. Night Category A, 3000-5; Category B, 3000-10; Category C, 3200-10; Category D, 3500-10.
[2]Categories A,B, 1900-2½.

**KAKE, AK**

KAKE ..... **NDB/DME Rwy 11[1]**
**RNAV (GPS) Rwy 11[2]**

NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-3.

**KALSKAG, AK**

KALSKAG ..... **RNAV (GPS)-A**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**KALTAG, AK**

KALTAG ..... **RNAV (GPS) Rwy 3[1]**
**RNAV (GPS) Rwy 21[2]**

[1]Categories A,B, 1200-2;Category C, 1200-3.

NAME ALTERNATE MINIMUMS

**KENAI, AK**

KENAI MUNI ..... **ILS or LOC Rwy 19R**
**RNAV (GPS) Rwy 1L**
**RNAV (GPS) Rwy 19R**
**VOR/DME Rwy 1L**
**VOR Rwy 19R**

NA when local weather not available.

**KETCHIKAN, AK**

KETCHIKAN
INTL ..... **ILS or LOC/DME Y Rwy 11[1]**
**ILS or LOC/DME Z Rwy 11[1]**
**LOC/DME X Rwy 11[2]**

[1]ILS, LOC, Categories A,B,C, 900-2; Category D, 900-2¼.
[2]Category A, 2400-2; Category B, 2700-2; Category C, 2900-3; Category D, 3200-3.

**KING COVE, AK**

KING COVE ..... **RNAV (GPS)-A**
Category A, 2000-6; Category B, 2100-6.

**KING SALMON, AK**

KING SALMON ..... **ILS or LOC/DME Rwy 12[12]**
**LOC/DME BC Rwy 30[23]**
**RNAV (GPS) Rwy 12[3]**
**RNAV (GPS) Rwy 30[3]**
**VOR/DME or TACAN Rwy 30[3]**
**VOR or TACAN Rwy 12[3]**

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

**KIVALINA, AK**

KIVALINA ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**

NA when local weather not available.

**KLAWOCK, AK**

KLAWOCK ..... **NDB/DME Rwy 2**
Categories A,B, 1200-2; Category C, 1200-3.

**KODIAK, AK**

KODIAK ..... **ILS or LOC/DME Y Rwy 25[1]**
**RNAV (GPS) Rwy 25[2]**
**VOR Y Rwy 25[3]**

[1]ILS, Category A, 600-2½; Category B,1000-2½; Category C, 1200-3; Category D, 1600-4. LOC, Category A,800-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-4.
[2]Category A, 800-2¾; Category B, 1000-2¾; Category C, 1200-3; Category D, 1600-3.
[3]Category B, 1000-2; Category C, 1200-3; Category D, 1600-3.

NAME ALTERNATE MINIMUMS

**KOTZEBUE, AK**

RALPH WIEN
MEMORIAL ..... **ILS or LOC/DME Rwy 9**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**
**VOR/DME Rwy 9**
**VOR Rwy 27**
**VOR/DME Y Rwy 27**
**VOR/DME Z Rwy 27**

NA when local weather not available.

**KOYUK, AK**

KOYUK ALFRED ADAMS ..... **NDB Rwy 1[1]**
**NDB/DME Rwy 1[2]**
**RNAV (GPS) Rwy 1[2]**

[1]Categories A,B, 900-2; Category C, 900-2¾.
[2]Category C, 800-2¼.

**MANOKOTAK, AK**

MANOKOTAK ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**

NA when local weather not available.

**MARSHALL, AK**

MARSHALL
DON HUNTER SR ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS)-A[2]**

NA when local weather not available.
[1]Categories A,B, 1300-2.
[2]Category B, 1000-2.

**MC GRATH, AK**

MC GRATH ..... **LOC/DME Rwy 16[1]**
**RNAV (GPS) Rwy 16[1]**
**VOR/DME-C[1]**
**VOR/DME or TACAN Rwy 16[1]**
**VOR-A[2]**

[1]Category D, 900-2¾.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

**MEKORYUK, AK**

MEKORYUK ..... **NDB-B**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

Category D, 800-2¼.

**MINCHUMINA, AK**

MINCHUMINA ..... **NDB Rwy 3[1]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Rwy 21[3]**

[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**MOUNTAIN VILLAGE, AK**
MOUNTAIN VILLAGE ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.

**NENANA, AK**
NENANA MUNI ..... **NDB Rwy 4L**
**RNAV (GPS) Rwy 4L**
NA when local weather not available.

**NEW STUYAHOK, AK**
NEW STUYAHOK ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**NOATAK, AK**
NOATAK ..... **NDB/DME Rwy 1**
NA when local weather not available.

**NOME, AK**
NOME ..... **NDB/DME Rwy 3**
**NDB-A**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR/DME Rwy 10**
**VOR Rwy 28**
Category D, 800-2½.

**NUIQSUT, AK**
NUIQSUT ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

**PALMER, AK**
PALMER MUNI ..... **RNAV (GPS) Rwy 9**
**RNAV (GPS)-A**
Category D, 800-2¼.
NA when local weather not available.

**PERRYVILLE, AK**
PERRYVILLE ..... **RNAV (GPS) Rwy 2**
NA except Cats A, B, 1600-2 for operators with approved weather reporting service.

**PETERSBURG, AK**
PETERSBURG
JAMES A. JOHNSON ..... **LDA/DME-D**
Categories A,B, 2000-4; Category C, 2000-5.

**PILOT POINT, AK**
PILOT POINT ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**PLATINUM, AK**
PLATINUM ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

**PORT HEIDEN, AK**
PORT HEIDEN ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 13**
NA when local weather not available.

**RUBY, AK**
RUBY ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**RUSSIAN MISSION, AK**
RUSSIAN MISSION ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35[1]**
NA when local weather not available.
[1]Categories A, B, 1400-2.

**ST. GEORGE, AK**
ST. GEORGE ..... **LOC/DME-C[1]**
**RNAV (GPS) D[2]**
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼.

**ST. MARY'S, AK**
ST. MARY'S ..... **LOC/DME Rwy 17**
**NDB Rwy 35[1]**
**RNAV (GPS) Y Rwy 17**
**RNAV (GPS) Z Rwy 17**
**RNAV (GPS) Y Rwy 35[2]**
**RNAV (GPS) Z Rwy 35[2]**
NA when St. Mary's weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

**ST. MICHAEL, AK**
ST. MICHAEL ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.

**ST. PAUL ISLAND, AK**
ST. PAUL ISLAND .... **ILS or LOC/DME Rwy 36[1]**
**LOC/DME BC Rwy 18[2]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[3]**
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D 800-2½.

NAME ALTERNATE MINIMUMS

**SAND POINT, AK**

SAND POINT ..... **NDB Rwy 13**[1]
**NDB/DME Rwy 13**[2]
**NDB/DME Rwy 31**[3]
**RNAV (GPS) Rwy 13**[4]

[1]Categories A,B, 1800-2; Categories C,D, 1800-3.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**SCAMMON BAY, AK**

SCAMMON BAY ..... **RNAV (GPS) Rwy 10**[1]
**RNAV (GPS) Rwy 28**[2]
**RNAV (GPS)-B**[3]

NA when local weather not available.
[1]Categories A, B, 1100-2.
[2]Categories A, B, 1300-2.
[3]Categories A, B, 800-2¼.

**SELAWIK, AK**

SELAWIK ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Y Rwy 22**
**RNAV (GPS) Z Rwy 22**
**RNAV (GPS) Rwy 27**
**VOR Rwy 4**
**VOR Rwy 22**

NA when local weather not available.

**SITKA, AK**

SITKA ROCKY GUTIERREZ ..... **VOR/DME-A**
Categories A,B,C,D, 800-2¼.

**SOLDOTNA, AK**

SOLDOTNA ..... **NDB/DME Rwy 7**[1]
**NDB Rwy 25**[1]
**RNAV (GPS) Rwy 7**[23]
**RNAV (GPS) Rwy 25**[3]
**VOR-A**[4]

[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**TALKEETNA, AK**

TALKEETNA ..... **NDB Rwy 36**[1]
**VOR/DME Rwy 36**[2]
**VOR-A**[2]

[1]Category C, 800-2½, Category D, 800-2½.
[2]Category D, 800-2¼.
NA when Talkeetna weather not available.

NAME ALTERNATE MINIMUMS

**TANANA, AK**

RALPH M. CALHOUN
MEMORIAL ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

**TOGIAK VILLAGE, AK**

TOGIAK ..... **NDB-B**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**TOKSOOK BAY, AK**

TOKSOOK BAY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**UNALAKLEET, AK**

UNALAKLEET ..... **LOC/DME Rwy 15**
**RNAV (GPS)-A**
**RNAV (GPS) Rwy 33**
**VOR/DME-D,**800-4
NA when local weather not available.

**UNALASKA, AK**

UNALASKA ..... **NDB-A,**3000-4
NA when Unalaska weather not available.

**VALDEZ, AK**

VALDEZ PIONEER FIELD ..... **LDA/DME-H**
Categories A,B,C,D, 4500-5.

**WAINWRIGHT, AK**

WAINWRIGHT ..... **NDB Rwy 5**
**NDB Rwy 23**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

NA when local weather not available.

**WASILLA, AK**

WASILLA ..... **RNAV (GPS) Rwy 3**
Categories A, B 1100-2.

**WRANGELL, AK**

WRANGELL ..... **LDA/DME-C,**5000-3[1]
**LDA/DME-D,**5000-3[1]
**RNAV (GPS)-A**[23]

[1]NA when Wrangell weather not available.
[2]Categories A, B, 2800-2; Categories C, D, 2800-3.
[3]NA when local weather not available.

## ELMENDORF AFB, AK

ELEV **212**

### ANCHORAGE (07298)

**ANCHORAGE APP CON**- 118.6 290.5 ▽

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR(A)(B) (C) | 6 | 3.0°/56/1094 | AB | **374**/18 | 200 | (200-½) | CDE | **374**/24 | 200 | (200-½) |

(A) PAR available by NOTAM.
(B) Maintenance Period 1400-1600Z Monday and Wednesday.
(C) When ALS inoperative, increase RVR to 40 and vis to ¾ for all categories.

## LADD AAF, AK

ELEV **454**

### FAIRBANKS/FORT WAINWRIGHT (Amdt 9, 09295)

**RADAR 1**(D) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR (A) | 25 | 3.0°/60/1150 | ABCDE | **654**-½ | 200 | (200-½) |
| PAR W/O GS (B) | 25 | | AB | **960**-½ | 506 | (600-½) |
| | | | CD | **960**-1 | 506 | (600-1) |
| | | | E | **960**-1¼ | 506 | (600-1¼) |
| CIR (C) | 25 | | AB | **960**-1 | 506 | (600-1) |
| | | | C | **1000**-1½ | 546 | (600-1½) |
| | | | D | **1020**-2 | 566 | (600-2) |
| | | | E | **1200**-2¾ | 746 | (800-2¾) |

(A) When ALS inop, increase CAT E vis to ¾ mile. (B) When ALS inop, increase CAT E vis to 1¾ miles.
(C) Circling not authorized N of Rwy 7-25. (D) Procedure NA when control tower closed.

## LADD AAF, AK

ELEV **454**

### FAIRBANKS/FORT WAINWRIGHT (Amdt 1, 09295)

**RADAR 2**(B) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR (C) | 25 | | AB | **1120**-½ | 666 | (700-½) | C | **1120**-1¼ | 666 | (700-1¼) |
| | | | D | **1120**-1½ | 666 | (700-1½) | E | **1120**-1¾ | 666 | (700-1¾) |
| CIR (A) | 25 | | AB | **1120**-1 | 666 | (700-1) | C | **1120**-1¾ | 666 | (700-1¾) |
| | | | D | **1120**-2 | 666 | (700-2) | E | **1200**-2¾ | 746 | (800-2¾) |

(A) Circling not authorized N of Rwy 7-25. (B) Procedure NA when control tower closed. (C) When ALS inop, increase CAT E vis to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ADAK ISLAND, AK**

ADAK (ADK)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** Std. w/ min. climb of 370 feet per NM to 4400, or 4400-3 for climb in visual conditions. **Rwy 18,** NA-obstacles. **Rwy 23**, Std. w/ min. climb of 622 feet per NM to 4600, or 4400-3 for climb in visual conditions. **Rwy 36,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5,** Climb via 054° bearing from ADK NDB/DME to 4400, then climbing right turn to 5600 direct ADK NDB/DME. Continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: Cross ADK NDB/DME at or above 5600 before proceeding on course. **Rwy 23,** Climb to 4600 direct ADK NDB/DME and via 234° bearing from ADK NDB/DME then climbing left turn to 5600 direct ADK NDB/DME, continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234°nbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: cross ADK NDB/DME at or above 5600 before proceeding on course.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

ADAK (ADK) (CON'T)

NOTE: **Rwy 5,** Rising terrain beginning 39' from departure end of runway, 470' left of centerline, up to 50' MSL. Rising terrain beginning 68' from departure end of runway, 244' right of centerline, up to 23' MSL. **Rwy 23,** Rising terrain beginning 17' from departure end of runway, 356' right of centerline, up to 283' MSL. Bush 1.8NM from departure end of runway, 1470' right of centerline, up to 10' AGL/507' MSL. Bush 2 NM from departure end of runway, 20' left of centerline, up to 10' AGL/504' MSL. Bush 3766' from departure end of runway, 142' right of centerline, 10' AGL/310' MSL.

**AKHIOK, AK**

AKHIOK (AKK)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** N/A-obstacles.

DEPARTURE PROCEDURE: **Rwy 4,** use JOGMO DEPARTURE.

**AKIAK, AK**

AKIAK (AKI)

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: Use AKIAK DEPARTURE.

## ALLAKAKET, AK

ALLAKAKET (6A8)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 240' to 5300, or 1200-2½ for climb in visual conditions. **Rwy 23,** std. w/ min. climb of 220' to 5300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 052° to 3500 before proceeding on course. **Rwy 23,** climb via heading 232° to 2400 before proceeding on course. **Rwys 5, 23,** for climb in visual conditions: Cross Allakaket Airport at or above 1500 before proceeding on course.

NOTE: **Rwy 5,** tree 799' from DER, 606' right of centerline, 40' AGL/532' MSL. Tree 1297' from DER, 664' right of centerline 40' AGL/534' MSL. Tree 2007' from DER, 342' right of centerline 40' AGL/498' MSL.

## ALLEN AAF (PABI)

DELTA JUNCTION/FORT GREELY,AK . 07354

DEPARTURE PROCEDURE: **Rwys 19, 25, 28** climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence... **Rwys 1, 7, 10,** climbing left turn via heading 242° and BIG VORTAC R-287 to 3500, thence...

...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.

NOTE: **Rwy 1**, multiple trees and fence beginning 46' from DER, 326' right of centerline, up to 59' AGL/1284' MSL. **Rwy 7**, multiple trees, fence, and REILS beginning 32' from DER, left and right of centerline, up to 67' AGL/1329' MSL. **Rwy 10**, multiple trees, fence, and REILS beginning 41' from DER, left and right of centerline, up to 70' AGL/1331' MSL. **Rwy 19**, multiple trees and power poles beginning 415' from DER, left and right of centerline, up to 46' AGL/1337' MSL. Rwy 25, multiple trees and fence beginning 86' from DER, left and right of centerline, up to 45' AGL/1317' MSL. **Rwy 28**, multiple trees and REILS beginning 4' from DER, left and right of centerline, up to 47' AGL/1301' MSL.

## AMBLER, AK

AMBLER (AFM)
ORIG 82077 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, turn right. **Rwy 18**, turn left, climb SE bound on 150° bearing from AMF NDB to 2000, then climb on course.

## ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2,** Use AKUMY DEPARTURE (RNAV).

## ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC)
AMDT 5 01305 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7L**, 3300-1, or std. with a minimum climb of 320' per NM to 3400'. **Rwy 7R**, 2800-1 or std. with a minimum climb of 290' per NM to 2900.

DEPARTURE PROCEDURE: Departures 020° CW to 160°. **Rwys 7L, 7R,** climb straight ahead to 2000 or ANC VOR/DME 9 DME/BGQ R-152, whichever comes first, then turn right to heading 190° to intercept ENA R-025. Continue in a climb to 5000, prior to proceeding on course. **Rwy 14**, turn right to 200°, climb to 2000, intercept the ENA R-025, climb to 5000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb direct ANC VOR/DME. Cross ANC VOR/DME at or above 4000, continue on course. If required, climb in a holding pattern, (SW, right turns, 053° inbound). Departures 161° CW to 270°. **Rwys 7L, 7R,14,** departure as above to 3000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb on course. Departures 271° CW to 019°. **Rwys 7L, 7R,** climb to 2000, or the ANC 11 DME, left turn, climb inbound on the BGQ R-145 to 3000, then climb on course. **Rwy 14,** turn right, climb on course. **Rwys 25L, 25R, 32,** climb on runway heading to 2000, then climb on course.

MERRILL FIELD (MRI)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA. **Rwy 25**, 400-1. **Rwy 16,** 500-1.

DEPARTURE PROCEDURE: **Rwy 34**, climb on runway heading to 500. **Rwy 7**, turn right after take-off, N bound (360°) through SE bound (170°) IFR departures, climb direct to Anchorage VORTAC/ Campbell Lake NDB to cross VORTAC/Campbell Lake NDB at or above MCA before proceeding on course.

## ANIAK, AK

ANIAK (ANI)
AMDT 2 01081 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1800 before turning on course. **Rwy 28,** climb runway heading to 1300 before turning on course.

## ANVIK, AK

ANVIK (ANV)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** multiple trees beginning 56' from departure end of runway, 30' left of centerline, up to 50' AGL/436' MSL. Multiple trees beginning 87' from departure end of runway, 38' right of centerline, up to 50' AGL/349' MSL. **Rwy 35,** Multiple trees beginning 93' from departure end of runway, 129' left of centerline, up to 50' AGL/349' MSL. Multiple trees beginning 8' from departure end of runway, 10' right of centerline, up to 50' AGL/366' MSL.

## ARCTIC VILLAGE, AK

ARCTIC VILLAGE (ARC)
ORIG 06047 (FAA)

DEPARTURE PROCEDURE: Use TUVVO DEPARTURE.

## ATKA, AK

ATKA (AKA)
ORIG 00055 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 500-2. **Rwy 33,** 600-2.
DEPARTURE PROCEDURE: **Rwy 15,** use ATKA ONE DEPARTURE. **Rwy 33,** use EIVRS ONE DEPARTURE.

## BARTER ISLAND, AK

BARTER ISLAND LRRS (BTI)
ORIG 09351 (FAA)
NOTE: **Rwy 7,** ship 26' from DER, 354' right of centerline, 50' MSL. **Rwy 25,** ship 215' from DER, 157' left of centerline, 50' MSL.

## BEAVER, AK

BEAVER (WBQ)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL. Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL. **Rwy 23,** multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

## BETHEL, AK

BETHEL (BET)
AMDT 3 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 1¼ or std. w/ min. climb of 245' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 1L,** tree 6' from departure end of runway, 218' right of centerline, 35' AGL/105' MSL. Tree 210' from departure end of runway, 251' left of centerline, 35' AGL/111' MSL. **Rwy 1R,** tree 125' from departure end of runway, 452' left of centerline, 35' AGL/125' MSL. **Rwy 12,** multiple trees beginning 508' from departure end of runway, 129' left of centerline, up to 35' AGL/144' MSL. **Rwy 19L,** multiple trees beginning 21' from departure end of runway, 175' right of centerline, up to 35' AGL/130' MSL. **Rwy 19R,** multiple trees beginning 21' from departure end of runway, 313' left of centerline, up to 35' AGL/130' MSL. **Rwy 30,** tree 95' from departure end of runway, 140' right of centerline, 35' AGL/128' MSL. Multiple towers 5771' from departure end of runway, 65' right of centerline, up to 147' AGL/297' MSL.

## BETTLES, AK

BETTLES (BTT)
AMDT 2 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 400' per NM to 2500 or 3100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 012° to 2500 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC. For climb in visual conditions: cross Bettles VOR/DME at or above 3600 MSL before proceeding on course. **Rwy 19,** climb heading 192° to 1800 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC.
NOTE: **Rwy 1,** multiple trees beginning 450' from departure end of runway, 267' right of centerline, up to 47' AGL/691' MSL. Multiple trees beginning 80' from departure end of runway, 148' left of centerline, up to 16' AGL/664' MSL. Antenna on building 395' from departure end of runway, 161' right of centerline, 14' AGL/658' MSL, DME antenna 412' from departure end of runway, 205' right of centerline, 12' AGL/656' MSL. **Rwy 19,** multiple trees beginning 140' from departure end of runway, 94' right of centerline up to 38' AGL/670' MSL. Multiple trees beginning 286' from departure end of runway, 152' left of centerline, up to 26' AGL/658' MSL.

## BIG LAKE, AK

BIG LAKE (BGQ)
AMDT 1 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ a min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions. **Rwy 25,** 400-2 or std. w/ a min climb of 300' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn direct to BGQ VORTAC, thence..., or for climb in visual conditions: cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...**Rwy 25,** climbing right turn direct to BGQ VORTAC, thence...
...climb in holding pattern (hold south, left turn, 350° inbound) to MCA or MEA for route of flight.
NOTE: **Rwy 7,** bushes beginning 33' from departure end of runway, 335' left of centerline, up to 10' AGL/259' MSL. Multiple trees beginning 1150' from departure end of runway, 310' left of centerline, up to 85' AGL/434' MSL. Multiple trees beginning 2412' from departure end of runway, 594' right of centerline, up to 85' AGL/302' MSL. Terrain beginning 1.7 NM from departure end of runway, 470' right of centerline, 549' MSL. **Rwy 25,** multiple trees beginning 33' from departure end of runway, 129' left of centerline, up to 85' AGL/495' MSL. Mulitple trees beginning 960' from departure end of runway, 185' right of centerline, up to 85' AGL/281' MSL. Terrain beginning 1.7 NM from departure end of runway, 1422' left of centerline, 511' MSL.

## BUCKLAND, AK

BUCKLAND (BVK)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 325' per NM to 1800, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing left turn to 3000 heading 280°, 314° bearing from BVK NDB and OTZ R-133 to OTZ VOR/DME, before proceeding on course, or for climb in visual conditions: cross Buckland Airport at or above 1800 MSL before proceeding on course. **Rwy 29,** climbing right turn to 3000 via BVK 314° bearing and OTZ R-133 to OTZ VOR/DME, before proceeding on course.

NOTE: **Rwy 11,** tower 1494' from departure end of runway, 112' right of centerline, 45' AGL/120' MSL. Trees 800' from departure end of runway, left and right of centerline, 50' AGL/99' MSL, tree 6001' from departure end of runway, 1169' left of centerline, 50' AGL/199' MSL.

## CAPE LISBURNE LRRS (PALU)

CAPE LISBURNE, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 8,** use CAPE LISBURNE DEPARTURE. **Rwy 26,** NA.

TAKE-OFF OBSTACLES: **Rwy 8,** Rising terrain to 645' MSL, from DER out to 1.4 NM, from 197' to 992' right of centerline increasing to SE. Buildings and barge area to 80' MSL, 8' inward of DER, 56' to 84' left of centerline and 486' right of centerline. Buildings to 174' MSL, 2593' beyond DER, from 129' to 625' right of centerline.

## CAPE NEWENHAM LRRS (PAEH)

CAPE NEWENHAM, AK . . . . . .AMDT 2, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 14,** NA. **Rwy 32,** use CAPE NEWENHAM DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 32,** terrain, 271' MSL, 500' right of centerline. Terrain, 249' MSL, 209' from DER, 390' right of centerline.

## CAPE ROMANZOF LRRS (PACZ)

CAPE ROMANZOF, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 20,** use CAPE ROMANZOF DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 20:** DME antenna, 455' MSL, 38' prior to DER, 252' left of centerline. Terrain, 464' MSL, 47' from DER, 512' left of centerline. Terrain, 462' MSL, 237' from DER, 563' left of centerline. Terrain, 437' MSL, 379' from DER, 507' left of centerline. Terrain, 423' MSL, 24' from DER, 310' left of centerline.

## CHALKYITSIK, AK

CHALKYITSIK (CIK)
ORIG 09239 (FAA)

NOTE: **Rwy 3,** tree 330' from DER, 355' left of centerline, 15' AGL/564' MSL. Tree 1291' from DER, 191' right of centerline 15' AGL/564' MSL. **Rwy 21,** tree 237' from DER, 92' left of centerline, 15' AGL/564' MSL. Tree 692' from DER, 346' left of centerline, 15' AGL/564' MSL. Tree 909' from DER, 472' right of centerline, 15' AGL/564' MSL.

## CHEVAK, AK

CHEVAK (VAK)
ORIG 07298 (FAA)

NOTE: **Rwy 2,** vegetation beginning 76' from departure end of runway, 210' left of centerline, up to 15' AGL/89' MSL. **Rwy 20,** vegetation beginning 71' from departure end of runway, 231' left of centerline, up to 15' AGL/89' MSL.

## CHUATHBALUK, AK

CHUATHBALUK (9A3)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: see EBSIH DEPARTURE.

## CLARKS POINT, AK

CLARKS POINT (CLP)
ORIG 10042 (FAA)

NOTE: **Rwy 18,** trees and terrain beginning 50' from DER, 283' left of centerline, up to 35' AGL/201' MSL. **Rwy 36,** trees and terrain beginning 12' from DER, 168' left and right of centerline, up to 35' AGL/159' MSL.

## COLD BAY, AK

COLD BAY (CDB)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 900-2 1/2 or std. w/ min. climb of 400' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8, 14,** Climbing left turn direct ELF NDB or CDB VORTAC, thence... **Rwy 26,** Climbing right turn direct ELF NDB or CDB VORTAC, thence.... **Rwy 32,** Climb direct to ELF NBD or CDB VORTAC, thence...

...Climb in ELF NDB holding pattern (NW, LT, 144° inbound) or CDB VORTAC holding pattern (NW, LT, 145° inbound) to MEA for direction of flight.

NOTE: **Rwy 14,** Antenna on building, 480' from departure end of runway, 237' left of centerline, 17' AGL/106' MSL. Ground 1' from departure end of runway, 300' left of centerline, 3' AGL/92' MSL. **Rwy 26,** Ground, 50' from departure end of runway, 297' right of centerline, 8' AGL/93' MSL. Road, 311' from departure end of runway, 259' left of centerline, 14' AGL/99' MSL. Road, 372' from departure end of runway, 7' right of centerline, 12' AGL/97' MSL.

## COLDFOOT, AK

COLDFOOT (CXF)
ORIG 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 19,** Use BETTLES DEPARTURE.

## CORDOVA, AK

MERLE K. (MUDHOLE) SMITH (CDV)
AMDT 6 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA- ATC. **Rwy 27,** std., do not exceed 210 knots until established on 200° bearing from GCR NDB. **Rwy 34,** NA- obstacles and ATC.

NOTE: **Rwy 9,** DME required.

NOTE: **Rwy 27,** ADF required.

DEPARTURE PROCEDURE: **Rwy 9,** climb to assigned altitude east on I-CDV course to FORAT/I-CDV 44.6 DME before proceeding on course. **Rwy 27,** climbing left turn via 200° bearing from GCR NDB to EYAKS Int, thence...

...climb in EYAKS Int holding pattern (S, RT, 020° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 9,** multiple trees and bushes beginning 149' from departure end of runway, 150' right of centerline, up to 27' AGL/119' MSL. Multiple trees, bushes, and poles beginning 197' from departure end of runway, 106' left of centerline, up to 27' AGL/130' MSL. **Rwy 27,** multiple poles and bushes beginning 162' from departure end of runway, 261' right of centerline, up to 27' AGL/53' MSL. Multiple trees beginning 69' from departure end of runway, 431' left of centerline, up to 27' AGL/48' MSL.

## DEERING, AK

DEERING (DEE)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 360' per NM to 800, or 1100-2 ½ for climb in visual conditions. **Rwy 29,** 300-1½ or std. w/ min. climb of 270' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 11,** for climb in visual conditions, cross Deering Airport at or above 1000 before proceeding on course. **Rwy 20,** climb heading 204° to 600 before turning left.

NOTE: **Rwy 2,** tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL. Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL. **Rwy 11,** trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL. Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL. Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL. Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL. **Rwy 20,** trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.

## DILLINGHAM, AK

DILLINGHAM (DLG)
AMDT 3 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading between 023° CW to 191° from departure end of runway or minimum climb of 265' per NM to 3100' for all other courses. **Rwy 19,** climb heading 191° to 800' before turning right.

NOTE: **Rwy 1,** vehicle on road 191' from departure end of runway, left and right, up to 15' AGL/75' MSL. Multiple trees, poles, fence and antenna 833' from departure end of runway, 222' right of centerline, up to 58' AGL/165' MSL. Multiple trees and poles beginning 1607' from departure end of runway, 222' left of centerline, up to 58' AGL/189' MSL. **Rwy 19,** building and multiple trees beginning 177' from departure end of runway, 191' right of centerline, up to 49' AGL/118' MSL. Multiple trees, antenna and poles beginning 129' from departure end of runway, 234' left of centerline, up to 38' AGL/114' MSL.

## EGEGIK, AK

EGEGIK (EII)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

## EIELSON AFB (PAEI)

FAIRBANKS, AK . . . . . 07242

DEPARTURE PROCEDURE: Comply with assigned SID, or: **Rwy 32,** standard with Climb Gradient of 250 ft/NM to 3800. **Rwy 14,** standard with Climb Gradient of 280 ft/NM to 3500.

VCOA DEPARTURE: Climb in Visual Conditions (Minimum Ceiling 2000', Minimum Visibility 3.00 SM) within 6.66 NM of PAEI airport, cross PAEI airport at or above 2400' MSL before proceeding on course. Max Airspeed 250 KIAS.

NOTE: **Rwy 32,** 85' AGL trees 2700' from departure end of runway, 1200' right of centerline. 70' AGL trees 3300' from departure end of runway, 1000' left of centerline. 85' AGL trees 1600' from departure end of runway, 850' left of centerline.

## ELIM, AK

ELIM (ELI)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 19,** use ELIM (RNAV) DEPARTURE.

## ELMENDORF AFB (PAED)

ANCHORAGE, AK . . . . . 10098

TAKE-OFF MINIMUMS: **Rwy 16,** NA. Rwy 34, 200-½, or standard with minimum climb rate of 210' per NM to 700.

TEXTUAL DEPARTURE: **Rwy 6,** south through northbound (239° CW 341°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (342° CW 238°) departures not authorized. **Rwy 24,** south through northbound (259° CW 009°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (010° CW 258°) departures not authorized. **Rwy 34,** south through northbound (180° CW 319°), cross departure end of runway at or above 10' AGL/222' MSL and climb on course, maintain FL200 or ATC assigned altitude. North through southbound (320° CW 179°) departures not authorized.

NOTE: **Rwy 6,** 210' MSL Terrain, 15' to 325' from DER, 83' to 500' left of centerline. 259' MSL road, 1578' to 2215' from DER, 290' to 795' left of centerline. 255' MSL road, 1445' from DER, 383' right of centerline. **Rwy 24,** 195' MSL terrain, 50' to 260' from DER, 500' to 570' right of centerline. 241' MSL terrain, 2210' to 2240' from DER, 1000' to 1100' right of centerline. **Rwy 34,** 305' MSL terrain and fence line, 2215' from DER, 1100' right of centerline. **VCOA Departure Rwy 6:** Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 6.8 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 24:** Climb in visual conditions (Minimum Ceiling 5800', Minimums Visibility 3.0 SM) within 7.4 NM of PAED airport. Cross PAED airport at or above 5900' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 34:** Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 7.0 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS.

## EMMONAK, AK

EMMONAK (ENM)
ORIG 07074 (FAA)

NOTE: **Rwy 34,** bush 11' from departure end of runway, 146' left of centerline, 5' AGL/17' MSL.

## FAIRBANKS, AK

FAIRBANKS INTL (FAI)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2L, 2R,** std. w/ min. climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 2L, 2R,** climb heading 032° to 2600 before proceeding on course. **Rwys 20L, 20R,** climb heading 197° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** terrain 11' from DER, 166' left of centerline 440' MSL. Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL. **Rwy 2R,** tank 32' from DER, 359' left of centerline 6' AGL/439' MSL. Terrain 52' from DER, 389' left of centerline, 440' MSL. Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL. Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL. **Rwy 20L,** terrain 9' from DER, 130' left of centerline, 437' MSL. Terrain 89' from DER, 467' right of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' right of centerline up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL. **Rwy 20R,** building 7' from DER, 425' right of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.

## FORT YUKON, AK

FORT YUKON (FYU)
AMDT 1 07130 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 500' from departure end of runway, 130' right of centerline, up to 30' AGL/479' MSL. **Rwy 22,** multiple trees beginning at departure end of runway, 204' left of centerline, up to 30' AGL/501' MSL, vehicle on road at departure end of runway, 188' left of centerline, 15' AGL/464' MSL.

## GALENA, AK

EDWARD G. PITKA, SR (GAL)
ORIG 10098 (FAA)

NOTE: **Rwy 7,** trees beginning 8' from DER, 313' right of centerline, up to 50' AGL/192' MSL. Trees 1728' from DER, 947' left of centrline, up to 50' AGL/211' MSL. Vehicles on levee 175' from DER, left and right of centerline, up to 17' AGL/176' MSL. **Rwy 25,** trees beginning 55' from DER, left and right of centerline, up to 50' AGL/187' MSL. Vehicles on levee 280' from DER, 183' left of centerline up to 17' AGL/177' MSL. Pole 370' from DER, 139' left of centerline, 21' AGL/168' MSL. Antennas on buildings 360' from DER, 260' right of centerline, up to 19' AGL/166' MSL. Building 160' from DER, 160' left of centerline, 15' AGL/160' MSL. Obstruction light on levee 421' from DER, 91' left of centerline 18' AGL/165' MSL. Localizer antenna 422' from DER, on centerline 18' AGL/165' MSL.

## GAMBELL, AK

GAMBELL (GAM)
AMDT 1 90347 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,34,** climb on runway heading to 1000 before proceeding on course.

## GOLOVIN, AK

GOLOVIN (GLV)
ORIG 05356 (FAA)
DEPARTURE PROCEDURE: Use NOME DEPARTURE.

## GULKANA, AK

GULKANA (GKN)
AMDT 7 07018 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb via heading 148° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . . **Rwy 33,** climb via heading 328° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . . . climb in holding pattern (GKN VOR/DME hold NW, right turn, 143° inbound), (GLA NDB hold NW, right turn, 143° inbound) to cross GKN VOR/DME at or above 4000 or GLA NDB at or above 10000.
NOTE: **Rwy 15,** multiple trees beginning 1175' from departure end of runway, 709' right of centerline, up to 40' AGL/1599' MSL. Multiple trees beginning 1194' from departure end of runway, 668' left of centerline up to 40' AGL/1599' MSL. **Rwy 33,** multiple trees and vehicles beginning 478' from departure end of runway, 514' left of centerline up to 40' AGL/1639' MSL. Multiple trees beginning 746' from departure end of runway, 631' right of centerline up to 40' AGL/1639' MSL.

## GUSTAVUS, AK

GUSTAVUS (GST)
AMDT 2 03359 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1500-2½ for climb in visual conditions. **Rwy 11,** std. with a min. climb of 260' per NM to 1200 or 1500-2½ for climb in visual conditions. **Rwy 20,** std. with a min. climb of 290' per NM to 1400 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 11,** climb via SSR VORTAC R-288 to SSR VORTAC, or via 287° bearing from EEF NDB to EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 20,** left turn via 155° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 29,** left turn via 195° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB. **All aircraft** maintain 5500.

## HOLY CROSS, AK

HOLY CROSS (HCA)
AMDT 2 09239 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 1000 before proceeding on course. **Rwy 19,** climb heading 193° to 1000 before proceeding on course.
NOTE: **Rwy 1,** multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL. **Rwy 19,** multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

## HOMER, AK

HOMER (HOM)
AMDT 1 80248 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to heading 240° to intercept and track out-bound on HOM R-200 or 210° bearing from ACE NDB. **Rwy 21,** climb runway heading to intercept HOM R-200 or 210° bearing from ACE NDB. Northwest bound through Northeast bound (321° CW 030°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 4000, then climb on course. Northeast bound through Southeast bound (031° CW 150°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 5000, then climb on course. Southeast bound through Southwest bound (151° CW 199°), climb to 3400 via HOM R-200 or 210° bearing from ACE NDB then climb on course. Southwest bound through Northwest bound (200° CW 320°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then climb on course or comply with published Homer, Alaska SID.

## HOOPER BAY, AK

HOOPER BAY (HPB)
ORIG-A 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 800 before turning east.
NOTE: **Rwy 13,** mobile crane 527' from DER, 144' right of centerline, 87' AGL/114' MSL. Pole 453' from DER, 446' left of centerline, 6' AGL/33' MSL, road 349' from DER, on centerline, 15' AGL/28' MSL, light on wind indicator 590' from DER, 389' left of centerline, 7' AGL/34' MSL, hanger 132' from DER, 361' left of centerline, 12' AGL/19' MSL.

## HUSLIA, AK

HUSLIA (HLA)
ORIG 08269 (FAA)
NOTE: **Rwy 3,** mulitiple trees beginning 115' from departure end of runway, 278' right of centerline, up to 20' AGL/261' MSL. Multiple trees beginning 181' from departure end of runway, 20' left of centerline, up to 20' AGL/275' MSL. **Rwy 21,** pole 1125' from departure end of runway, 795' right of centerline, 76' AGL/260' MSL. Multiple trees and bushes beginning 169' from departure end of runway, 164' left of centerline, up to 20' AGL/284' MSL. Mulitiple trees and bushes beginning 141' from departure end of runway, 204' right of centerline, up to 20' AGL/260' MSL.

## IGIUGIG, AK

IGIUGIG (IGG)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 13' from departure end of runway, 154' right of centerline, up to 60' AGL/159' MSL. **Rwy 23,** trees beginning 13' from departure end of runway, 153' left of centerline, up to 60' AGL/209' MSL.

## ILIAMNA, AK

ILIAMNA (ILI)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 400' per NM to 2900, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100, then climbing right turn via 278° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 17,** climb to 2100, then climbing left turn via 328° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 25,** climb heading 240° to 2100, then climbing left turn via 041° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 35,** climb to 2900, then climbing left turn via 139° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute or for climb in visual conditions: Cross Iliamna airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 7,** WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL. Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL. **Rwy 17,** trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL. **Rwy 25,** trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL. Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL. **Rwy 35,** trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL. Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL. Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL. Bush 434' from DER, 258' right of centerline, 11'AGL/194' MSL. Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

## INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK, AK. . . . . .ORIG, 09015

Diverse departures not authorized.

TAKEOFF MINIMUMS: **Rwy 6,** 3500-3 for climb in visual conditions. **Rwy 24,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions: Remain within 5.8 NM of Indian Mountain Airport, cross UTO NDB at or above 4600 before proceeding via published route. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 6,** Terrain, 1012' MSL, 634' from DER, 670' right of centerline. Terrain, 994' MSL, 147' from DER, 506' right of centerline. Terrain, 1110' MSL 4800' from DER 1787' left of centerline. Buiding 22' AGL/1417' MSL, 34' prior to DER, 421 right of centerline. Tree line, 60' AGL/ 1110' MSL, 689' from DER, 387' left of centerline.

## JUNEAU, AK

JUNEAU INTL (JNU)
AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** Use CINGA DEPARTURE.

## KAKE, AK

KAKE (AFE)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Use KAKE DEPARTURE.

## KALSKAG, AK

KALSKAG (KLG)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA-high terrain.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 243° to 1000 before proceeding on course.

NOTES: **Rwy 24,** numerous trees beginning 1000' from departure end of runway, on centerline, up to 100' AGL/ 154' MSL. Numerous trees beginning 750' from departure end of runway, 500' right of centerline, up to 100' AGL/154' MSL. Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

## KALTAG, AK

KALTAG (KAL)
ORIG 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ a min. climb of 460' per NM to 4000, or 1300-3 for climb in visual conditions. **Rwy 21,** std. w/ a min. climb of 481' per NM to 4000, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via 029° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course. **Rwy 21,** climb via 209° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course.

TAKE-OFF NOTE: **Rwy 3,** trees 400' from departure end of runway, 400' right of centerline, 50' AGL/250' MSL.

## KENAI, AK

KENAI MUNI (ENA)
AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwys 1L/R,** climb on a heading between 300° clockwise to 190° from departure end of runway. **Rwys 19L/R,** climb heading 192° to 1100, then climb on a heading between 222° counter clockwise to 010° from departure end of runway.

NOTE: **Rwy 1L,** multiple trees beginning 58' from departure end of runway, 349' right of centerline, up to 60' AGL/113' MSL. Multiple trees beginning 67' from departure end of runway, 376' left of centerline, up to 60' AGL/121' MSL. **Rwy 1R,** tree 1034' from departure end of runway, 264' right of centerline, 60' AGL/134' MSL. Multiple trees beginning 314' from departure end of runway, 477' left of centerline, up to 60' AGL/108' MSL. **Rwy 19L,** multiple buildings and antennas beginning 2053' from departure end of runway, 662' left of centerline, up to 63' AGL/169' MSL. **Rwy 19R,** multiple bushes and trees 24' from departure end of runway, 90' right of centerline, up to 60' AGL/148' MSL. Multiple trees beginning 986' from departure end of runway, 160' left of centerline, upt o 60' AGL/147' MSL. Pole 492' from departure end of runway, 600' left of centerline, 33' AGL/125' MSL.

## KETCHIKAN, AK

KETCHIKAN INTL (KTN)
AMDT 8 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 11,** use KETCHIKAN DEPARTURE. **Rwy 29,** use SKOWL DEPARTURE.

**KIANA, AK**
BOB BAKER MEMORIAL (IAN)
ORIG-A 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 6,** Use SELAWIK DEPARTURE.

**KING COVE, AK**
KING COVE (KVC)
ORIG-A 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 7,** Use Cold Bay RNAV departure.

**KING SALMON, AK**
KING SALMON (AKN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 12,** trees beginning 549' from departure end of runway, 353' left of centerline, up to 30' AGL/108' MSL. **Rwy 36,** trees beginning 750' from departure end of runway, 265' left of centerline, up to 30' AGL/93' MSL. Bush and trees beginning 59' from departure end of runway, 180' right of centerline, up to 30' AGL/87' MSL.

**KIPNUK, AK**
KIPNUK (IIK)
ORIG 09351 (FAA)
NOTE: **Rwys 15, 33,** trees beginning at DER left and right of centerline up to 35' AGL/55' MSL.

**KLAWOCK, AK**
KLAWOCK (AKW)
AMDT 2 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Obstacles. **Rwy 20,** std. w/ min. climb of 422' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 195° to 1800, then climbing right turn to 6000 via heading 310° to intercept 234° bearing from AKW NDB/DME to AKW NDB/DME, then via 015° bearing from AKW NDB/DME to UDENE INT/ANN VOR/DME 59 DME, continue climb in UDENE holding pattern (hold West, right turn, 110° inbound) to cross UDENE at or above MEA before proceeding on course.
NOTE: **Rwy 20,** trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL. Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

**KOBUK, AK**
KOBUK (OBU)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ a min. climb of 661' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course. **Rwy 27,** climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.
NOTE: **Rwy 9,** multiple trees beginning 169' from departure end of runway, 36' right of centerline, up to 50' AGL/199' MSL. Multiple trees beginning 231' from departure end of runway, 385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27,** multiple trees beginning 79' from departure end of runway, 220' left of centerline, up to 50' AGL/182' MSL. Multiple trees beginning 17' from departure end of runway, 299' right of centerline, up to 50' AGL/249' MSL.

**KODIAK, AK**
KODIAK (ADQ)
AMDT 2 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-terrain.
DEPARTURE PROCEDURE: **Rwys 7, 11, 18, 29, 36,** Use KODIAK DEPARTURE.

**KOKHANOK, AK**
KOKHANOK (9K2)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** 400-1½ or std. w/ min. climb of 420' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight.
NOTE: **Rwy 6,** multiple trees beginning 58' from departure end of runway, 40' left of centerline, up to 60' AGL/309' MSL. Multiple trees beginning 240' from departure end of runway, 86' right of runway centerline, up to 60' AGL/459' MSL. **Rwy 24,** multiple trees beginning 3356' from departure end of runway, 914' left of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 3723' from departure end of runway, 689' right of centerline, up to 60' AGL/209' MSL.

## KOLIGANEK, AK

KOLIGANEK (JZZ)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-2 or std. w/ min. climb of 205' per NM to 700', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 900 before turning North. **Rwy 27,** climb heading 267° to 1500 before turning North.

NOTE: **Rwy 9,** multiple trees beginning 133' from DER, 29' right of centerline, up to 50' AGL/399' MSL. Multiple trees beginning 263' from DER, 194' left of centerline, up to 50' AGL/399' MSL. **Rwy 27,** multiple bushes and powerlines beginning 76' from DER, 76' left of centerline, up to 50' AGL/309' MSL. Bushes and trees beginning 242' from DER, 4' right of centerline, up to 50' AGL/309' MSL.

## KOTZEBUE, AK

RALPH WIEN MEMORIAL (OTZ)
AMDT 3 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/ min. climb of 280' per NM to 300.

NOTE: **Rwy 9,** multiple bushes beginning 735' from departure end of runway, 265' right of centerline, up to 15' AGL/136' MSL. Multiple bushes beginning 1122' from departure end of runway, 2' left of centerline, up to 15' AGL/105' MSL. Car, tower and obstruction light VOR/DME beginning 4114' from departure end of runway, on centerline, up to 27' AGL/147' MSL. **Rwy 18,** vehicle on road, 12' from departure end of runway, on centerline, 15' AGL/25' MSL. Tower 5819' from departure end of runway, 1690' left of centerline, 100'AGL/218'MSL. **Rwy 27,** vehicle on road, 79' from departure end of runway, on centerline, 15'AGL/25'MSL, sign 68' from departure end of runway, 367' right of centerline, 5' AGL/18' MSL. Sign 77' from departure end of runway, 248' left of centerline, 5' AGL/18' MSL. **Rwy 36,** multiple towers beginning 378' from departure end of runway, 533' left of centerline, up to 66' AGL/ 76' MSL. Rod on obstruction light AMOM 312' from departure end of runway, 299' right of centerline, 15' AGL/ 38' MSL. Vehicle on road, 11' from departure end of runway, on centerline, 15' AGL/24' MSL.

## KOYUK, AK

KOYUK ALFRED ADAMS (KKA)
AMDT 109239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 800 before proceeding on course.

NOTE: **Rwy 19,** multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

## KOYUKUK, AK

KOYUKUK (KYU)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: Use DIBVY DEPARTURE.

## KWETHLUK, AK

KWETHLUK (KWT)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 240' per NM to 500.

NOTE: **Rwy 18,** trees beginning 292' from departure end of runway, 373' right of centerline, up to 35' AGL/ 63' MSL. Trees beginning 341' from departure end of runway, 399' left of centerline, up to 35' AGL/134' MSL. **Rwy 36,** trees beginning 95' from departure end of runway, 491' left of centerline, up to 35' AGL/84' MSL. Trees beginning 203' from departure end of runway, 396' right of centerline, up to 18' AGL/42' MSL.

## KWIGILLINGOK, AK

KWIGILLINGOK (GGV)
ORIG 04162 (FAA)

NOTE: **Rwy 15,** trees 25' from departure end of runway, 325' right of centerline, 35' AGL/53' MSL. **Rwy 33,** trees 60' from departure end of runway, 80' right of centerline, 35' AGL/53' MSL.

## LADD AAF (PAFB)

FAIRBANKS/FORT WAINWRIGHT, AK
. . . . . .AMDT 1 09295

DEPARTURE PROCEDURE: **Rwy 25,** Climbing left turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course. **Rwy 7,** Climbing right turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.

## MANOKOTAK, AK

MANOKOTAK (MBA)
AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight. **Rwy 21,** climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL. Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL. Rising terrain 42' from DER, 136' right of centerline up to 105' MSL. Rising terrain 12' from DER, 301' left of centerline up to 102' MSL. **Rwy 21,** multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL. Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

## MARSHALL, AK

MARSHALL DON HUNTER SR (MDM)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 1800-3 or std. with a min. climb gradient of 470' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 7, 25,** use BIBNE RNAV DEPARTURE.

NOTE: **Rwy 7,** trees 3500' right of departure end of runway, 60' AGL/709' MSL. Trees 4500' right of departure end of runway, 60' AGL/1059' MSL.

## MC GRATH, AK

MC GRATH (MCG)
AMDT 2 09183(FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 425' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 16,** std. w/ min. climb of 470' per NM to 1700, or 2300-3 for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 435' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 420' per NM to 2200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 075° to 2200, then climbing right turn thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 16,** climb via heading 160° to 1700, then climbing left turn via heading 014° thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 26,** climb via heading 255° to 2200, then climbing right turn direct MCG VORTAC or VTR NDB, thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 34,** climb via heading 340° to 2200, then climbing right turn heading 166° to MCG R-104 or direct VTR NDB thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

. . .climb to 4000 southeast bound via MCG R-104, or 097° bearing from VTR NDB. Aircraft southeast bound (079° clockwise 119°) continue climb on course to MEA for route of flight. All others reverse course via the MCG R-104 to MCG VORTAC, or 277° course to VTR NDB, then continue climb on course to MEA for route of flight.

NOTE: **Rwy 8,** tower 532' from departure end of runway, 368' right of centerline, up to 60' AGL/400' MSL. **Rwy 16,** trees beginning 2.2 NM from departure end of runway, 2392' left of centerline, up to 80' AGL/1346' MSL.

## MEKORYUK, AK

MEKORYUK (MYU)
AMDT 1 06327 (FAA)

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 900 before turning left.

NOTE: **Rwy 5,** tree 1028' from departure end of runway, 745' left of centerline, 15' AGL/114' MSL, tree 1619' from departure end of runway, 862' left of centerline, 15' AGL/114' MSL, road 41' from departure end of runway, 302' left of centerline, 15' AGL/50' MSL. **Rwy 23,** tree 75' from departure end of runway, 200' left of centerline, 15' AGL/64' MSL, tree 62' from departure end of runway, on centerline, 15' AGL/64' MSL, tree 482' from departure end of runway, 157' right of centerline, 15' AGL/114' MSL.

## MINCHUMINA, AK

MINCHUMINA (MHM)
AMDT 2 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1600-3 for climb in visual conditions. Procedure NA at night

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course. **Rwy 21,** climb via heading 204° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees 269' from departure end of runway, 540' left of centerline, 45' AGL/749' MSL. Trees 170' from departure end of runway, 340' left of centerline, 45' AGL/964' MSL.

## MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU)
AMDT 1 09239 (FAA)

NOTE: **Rwy 2,** vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL. **Rwy 20,** bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL. Bushes beginning 140' from DER, 24' left of centerline, up to 15' AGL/314' MSL.

## NAPAKIAK, AK

NAPAKIAK (WNA)
ORIG 08325 (FAA)

NOTE: **Rwy 16,** numerous trees beginning 47' from departure end of runway, 161' right of centerline, up to 13' AGL/30' MSL. Tree 465' from departure end of runway, 22' AGL/46' MSL. Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL. Rod on tower 359' from departure end of runway, 430' left of centerline, 30' AGL/47' MSL. Antenna 357' from departure end of runway, 408' right of centerline, 29' AGL/46' MSL. Catenary 215' from departure end of runway, 352' right of centerline, 19' AGL/36' MSL. Tree 206' from departure end of runway, 297' left of centerline, 15' AGL/32' MSL. Multiple buildings beginning 639' from departure end of runway, 414' left of centerline, up to 26' AGL/43' MSL. Tree 520' from departure end of runway, 437' right of centerline, 13' AGL/30' MSL.

## NELSON LAGOON, AK

NELSON LAGOON (OUL)
ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use BINAL DEPARTURE.

## NENANA, AK

NENANA MUNI (ENN)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 600-2½ or std. with a min. climb of 325' per NM to 1100. **Rwys 4R,4W, 22L, 22W,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 4L,** climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...

**Rwy 22R,** climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...

...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 4L,** trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

## NEW STUYAHOK, AK

NEW STUYAHOK (KNW)
AMDT 1 07354 (FAA)

NOTE: **Rwy 14,** tree 700' from departure end of runway, 647' right of centerline, 60' AGL/409' MSL. Multiple trees beginning 549' from departure end of runway, 499' left of centerline, up to 60' AGL/434' MSL. **Rwy 32,** tree 743' from departure end of runway, 104' right of centerline, 60' AGL/445' MSL.

## NIKOLAI, AK

NIKOLAI (FSP)
ORIG 06047 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn to 6000 via heading 224° and MCG VORTAC R-055 to MCG VORTAC, thence...**Rwy 22,** climb to 6000 via heading 224° and MCG VORTAC R-065 to MCG VORTAC, thence...
...continue climb in MCG VORTAC holding pattern (hold east, right turn, 280° inbound) to cross MCG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 145' from departure end of runway, 534' left of centerline, up to 50' AGL/549' MSL; multiple trees beginning 229' from departure end of runway, 531' right of centerline, 50' AGL/549' MSL. **Rwy 22,** multiple trees, power poles, and buildings beginning 48' from departure end of runway, 32' left of centerline, up to 50' AGL/549' MSL; multiple trees and power pole 365' from departure end of runway, 187' right of centerline, 30' AGL/471' MSL.

## NOATAK, AK

NOATAK (WTK)
ADMT 1 07186 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 007° to 1900 before proceeding on course.

NOTE: **Rwy 1,** multiple buildings and trees beginning 475' from departure end of runway, 221' right of centerline, up to 30' AGL/ 104' MSL. Tower 1938' from departure end of runway, 875' left of centerline, 47' AGL/146' MSL.

## NOME, AK

NOME (OME)
AMDT 5 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 467' per NM to 1800, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct NOME VOR/DME, thence...or climb in visual conditions to cross Nome Airport at or above 1200 before proceeding on course. **Rwy 10,** climb via heading 096° to 1200 thence...**Rwys 21, 28,** turn left direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB, thence...departures northeast CW through west bound (040 CW 260), climb on course. Departures west through northeast bound (260 CW 040), climb south bound on OME R-138° or 145° bearing from FDV NDB to 2200 then turn right via direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB. Continue climb on course.

NOTE: **Rwy 3,** bush 112' from departure end of runway, 250' left of centerline, 58' AGL/58' MSL. Bush 15' from departure end of runway, 315' right of centerline, 50' AGL/53' MSL. Bush 294' from departure end of runway, 445' right of centerline, 50' AGL/57' MSL. Pole 2116' from departure end of runway, 313' left of centerline, 90' AGL/100' MSL. Pole 1656' from departure end of runway 234' right of centerline, 78' AGL/88' MSL. Bush 147' from departure end of runway, 135' left of centerline, 40' AGL/49' MSL. Bush 81' from departure end of runway, 203' right of centerline, 40' AGL/47' MSL. Bush 283' from departure end of runway, 72' right of centerline, 40 ' AGL/48' MSL. Pole 2415' from departure end of runway, 495' left of centerline, 90' AGL/101' MSL. AAO 5.84 NM from departure end of runway, 3268' right of centerline, 200' AGL/1352' MSL. **Rwy 10,** pole 1754' from departure end of runway, 924' left of centerline, 83' AGL/93' MSL. Obstruction light on pole 1873' from departure end of runway, 612' left of centerline, 50' AGL/86' MSL. Obstruction light pole 419' from departure end of runway, 470' right of centerline, 28' AGL/48' MSL. Antenna on building 1075' from departure end of runway, 742' left of centerline, 33' AGL/63' MSL. Building 1101' from departure end of runway, 759' left of centerline, 27' AGL/63' MSL. Antenna on building 766' from departure end of runway, 588' right of centerline, 30' AGL/54' MSL. Truck on road 2' from departure end of runway, 500' right of centerline, 15' AGL/30' MSL. Obstruction light on pole 1729' from departure end of runway, 595' left of centerline, 50' AGL/71' MSL. Truck on road 209' from departure end of runway, 79' right of centerline, 15' AGL/30' MSL. Pole 1744' from departure end of runway, 569' left of centerline, 43' AGL/68' MSL. **Rwy 20,** truck on road 549' from departure end of runway, 249' right of centerline, 35' AGL/50' MSL. Road 625' from departure end of runway, 12' left of centerline, 32' AGL/47' MSL. Bush 803' from departure end of runway, 412' left of centerline, 8' AGL/50' MSL. Pole 1549' from departure end of runway, 471' left of centerline, 52' AGL/62' MSL. Pole 1594' from departure end of runway, 506' left of centerline, 52' AGL/62' MSL. Pole 1621' from departure end of runway, 342' left of centerline, 52' AGL/62' MSL. Ground 839' from departure end of runway, 388' right of centerline, 0' AGL/40' MSL. Pole 1756' from departure end of runway 85' left of centerline, 52' AGL/62' MSL. Ground 945' from departure end of runway, 344' left of centerline, 0' AGL/37' MSL.

## NOME(CON'T.)

**Rwy 28,** pole 101' from departure end of runway, 520' left of centerline, 36' AGL/72' MSL. Pole 129' from departure end of runway, 521' left of centerline, 62' AGL/72' MSL. Building 422' from departure end of runway, 528' left of centerline, 32' AGL/57' MSL. Ground 906' from departure end of runway, 436' left of centerline, 0' AGL/60' MSL. Ground 374' from departure end of runway, 476' left of centerline, 0' AGL/36' MSL. Antenna on building 1335' from departure end of runway, 203' left of centerline, 31' AGL/51' MSL.

## NONDALTON, AK

NONDALTON (5NN)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 20,** Use ILIAMNA DEPARTURE.

## NOORVIK, AK

ROBERT/BOB/CURTIS MEMORIAL (D76)
ORIG 10042 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to a heading between 239° CW to 282° from DER to 3700 before proceeding on course, or minimum climb of 345' per NM to 2700 for all other courses. **Rwy 24,** climb on a heading between 104° CW to 309° from DER to 3700 before proceeding on course, or minmum climb of 265' per NM to 3500 for all other courses.
NOTE: **Rwy 6,** trees beginning at DER, 400' left and right of centerline, up to 20' AGL/119' MSL. **Rwy 24,** trees beginning at DER, 400' left and right of centerline, up to 20' AGL/94' MSL.

## NORTHWAY, AK

NORTHWAY (ORT)
AMDT 2 07018 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to 4000 via ORT R-100, then climbing right turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . . **Rwy 23,** climbing left turn to 4000 via ORT R-170, then climbing left turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . .
. . . .continue climb via assigned route.
NOTE: **Rwy 5,** multiple trees beginning 1133' from departure end of runway, 727' right of centerline, up to 60' AGL/1859' MSL. Multiple trees beginning 3881' from departure end of runway, 1522' left of centerline, up to 60' AGL/1859' MSL. **Rwy 23,** multiple trees beginning 777' from departure end of runway, 560' left of centerline, up to 60' AGL/1809' MSL. Multiple trees beginning 1365' from departure end of runway, 527' right of centerline, up to 60' AGL/1809' MSL.

## NUIQSUT, AK

NUIQSUT (AQT)
ORIG 10098 (FAA)
NOTE: **Rwy 4,** road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL. **Rwy 22,** terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.

## NULATO, AK

NULATO (NUL)
ORIG 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 700-2 ¾ with minimum climb of 356 feet per NM to 1300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 024° to 1300 before proceeding on course or climb in visual conditions to cross Nulato Airport at or above 1300 before proceeding on course. **Rwy 20,** climb via heading 204° to 1500 before proceeding on course.
NOTE: **Rwy 2**, tree 3078' from departure end of runway 355' left of centerline 100' AGL 655' MSL. Tree 5041' from departure end of runway 154' right of centerline 100' AGL 699' MSL. Tree 1.03 NM from departure end of runway 122' right of centerline 100' AGL 799' MSL. Tree 1.24 NM from departure end of runway 705' left of centerline 100' AGL 899' MSL. Tree 1.44 NM from departure end of runway 2385' left of centerline 100' AGL 999' MSL. Tree 2.57 NM from departure end of runway 5740' left of centerline 100' AGL 1035' MSL. **Rwy 20,** tree 3.33 NM from departure end of runway 1.64 NM right of centerline 100' AGL 957' MSL. Tree 3.10 NM from departure end of runway 1.94 NM right of centerline 100' AGL 965' MSL. Tree 1.49 NM from departure end of runway 7.39 NM right of centerline 200' AGL 1850' MSL.

## PALMER, AK

PALMER MUNI (PAQ)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwys 16,27,34,** Use PALMER RNAV DEPARTURE.

## PERRYVILLE, AK

PERRYVILLE (PEV)
AMDT 1 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwy2,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy20,** Use CILAC (RNAV) DEPARTURE.

## PETERSBURG, AK

PETERSBURG JAMES A. JOHNSON (PSG)
TAKE-OFF MINIMUMS: **Rwys 4,22,** turn left; climb VFR to 2000-3 or 1000-3 with a min. climb of 300' per NM to 5000. Night IFR, NA for **Rwy 22.**
DEPARTURE PROCEDURE: **Rwy 4** turn left, **Rwy 22,** turn right immediately;climb VFR to 2000 (1000 with 300/NM climb restriction) within 1.5 miles NW of airport; depart from over airport to intercept the I-PSG LDA NW course or fly heading of 010° to intercept the 320° bearing from FPN NDB. Climb to I-PSG 10 DME, then turn left, continue climb to 7000 on 280° heading. Transition: NW-bound departures intercept V-317, J-502, A-15, B-37. SE-bound departures proceed direct to LVD VOR or SQM NDB.

## PILOT POINT, AK

PILOT POINT (PNP)
ORIG 03359 (FAA)
DEPARTURE PROCEDURE: Use ZILKO RNAV DEPARTURE

## PLATINUM, AK
PLATINUM (PTU)
ORIG 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,13,** NA.
DEPARTURE PROCEDURE: **Rwys 27,31,** climb runway heading to 2200 before turning southbound.

## POINT HOPE, AK
POINT HOPE (PHO)
ORIG 09351 (FAA)
NOTE: **Rwy 19,** barge/iceberg 808' from DER, 47' left of centerline, 50' AGL/50' MSL.

## PORT HEIDEN, AK
PORT HEIDEN (PTH)
AMDT 2 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 054° to 1000, then climbing left turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 13,** climb heading 131° to 1000, then climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 23,** climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 31,** climbing left turn to 2500 direct PDN NDB/DME, thence. . .
. . .continue climb in PDN NDB/DME holding pattern (hold southwest, left turn, 052° inbound) to cross PDN NDB at or above MEA for route of flight.

## QUINHAGAK, AK
QUINHAGAK (PAQH)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 220' per NM to 3600, or 1100-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 12,** for climb in visual conditions: cross Quinhagak airport at or above 1000 MSL before proceeding on course.
NOTE: **Rwy 30,** tree 22' from DER, 425' left of centerline 15' AGL/64' MSL. **Rwy 12,** tree 248' from DER, 438' left of centerline 15' AGL/64' MSL. Tree 9' from DER, 411' right of centerline 15' AGL/64' MSL. Reflector 19' from DER, 279' right of centerline, 21' AGL/46' MSL.

## RUBY, AK
RUBY (RBY)
ORIG 04162 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** std. from 355° bearing clockwise to 312° bearing, NA from 313° bearing to 354° bearing. **Rwy 21,** 700-2 or std. with 350' per NM climb to 1500.
NOTE: **Rwy 21,** trees 4700 to 6700' from departure end of runway, 250' left of centerline to 1600' right of centerline, 50' AGL/854' MSL.

## RUSSIAN MISSION, AK
RUSSIAN MISSION (RSH)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 w/ min. climb of 430' per NM to 1400 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 35,** 500-2 w/ min. climb of 330' per NM to 3800 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night.
DEPARTURE PROCEDURE: **Rwys 17, 35,** for climb in visual conditions: cross Russian Mission Airport at or above 1800. Do not exceed 180 knots until proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 1193' from DER, 808' right of centerline, up to 80' AGL/279' MSL. **Rwy 35,** multiple trees 2116' from DER, 907' left of centerline, up to 80' AGL/329' MSL.

## ST. GEORGE, AK
ST. GEORGE (PBV)
AMDT 1 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 454' per NM to 1100 or 700-3 with a minimum climb of 311' per NM to 1200 or 1300-3 for climb in visual conditions.
**Rwy 29,** std. w/ min. climb of 690' per NM to 1200 or 800-3 with a minimum climb of 300' per NM to 1200 or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climb heading 107° to 1100 then climbing right turn via heading 225° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St George airport at or above 1300 before proceeding on course. **Rwy 29,** climb heading 287° to 1200 then climbing left turn via heading 135° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St. George airport at or above 1300 before proceeding on course.
NOTE: **Rwy 29,** terrain beginning 102' from DER, 43' right of centerline up to 260'MSL.

## ST. MARYS, AK
ST. MARYS (KSM)
AMDT 1 87043 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6,17,24,** 200-1.
DEPARTURE PROCEDURE: **Rwys 6,17,24,35,** climb straight ahead to 1000, continue climb on course.

## ST. MICHAEL, AK
ST. MICHAEL (SMK)
AMDT 1 05188 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb via heading 196° to 700' before turning right.
NOTE: **Rwy 2,** tree 36' from departure end of runway, 377' right of centerline, 20' AGL/83' MSL. **Rwy 20,** terrain beginning 2' to 2276' from departure end of runway, 51' to 966' right of centerline, up to 151' MSL. Terrain beginning 110' to 917' from departure end of runway, 13' to 533' left of centerline, up to 119' MSL. Tree 1779' from departure end of runway, 504' right of centerline, 20' AGL/219' MSL. Tree 1.2 NM from departure end of runway 1 NM right of centerline, 20' AGL/520' MSL.

## ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP)
AMDT 2 05356 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 180° and via 165° bearing from SPY NDB/DME to 2000 before proceeding on course. **Rwy 36**, climb via heading 360° and via 360° bearing from SPY NDB/DME to 2000 before proceeding on course.

NOTE: **Rwy 18,** post 98' from departure end of runway, 421' left of centerline, 6' AGL/39' MSL. **Rwy 36,** rising terrain beginning 133' from departure end of runway, up to 79' MSL.

## SAND POINT, AK

SAND POINT (SDP)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 600-1 or std. with min. climb of 360' per NM to 1000'. **Rwy 31,** 600-3 or std. with min. climb of 375' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 13,** climb via 134° bearing from HBT NDB/DME to 2200' then climbing left turn direct HBT NDB/DME, thence...**Rwy 31,** climb via 314° bearing from HBT NDB/DME to 1800', then climbing right turn direct HBT NDB/DME, thence...

...climb in HBT NDB/DME holding pattern (southeast, right turn, 340° inbound) to 10,000' before proceeding on course.

NOTE: **Rwy 13,** cliff beginning 244' from departure end of runway, 469' left of centerline, up to 15' AGL/458' MSL. **Rwy 31,** tree 1.8 NM from departure end of runway, 1145' left of centerline, 15' AGL/514' MSL. Tree 2.6 NM from departure end of runway, 3642' right of centerline, 15' AGL/599' MSL. **Rwys 13, 31,** ships up to 100' MSL located in water surrounding Sand Point.

## SAVOONGA,AK

SAVOONGA (SVA)
ORIG 85213 (FAA)

DEPARTURE PROCEDURE: **Rwy 23,** turn right, Aircraft departing via ULL R-260 CW R-080 climb on course. All others climb in holding pattern NE of ULL VOR right turn 226° inbound to cross ULL VOR at or above 3000.

## SCAMMON BAY, AK

SCAMMON BAY (SCM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 590' per NM to 1300, or 2200-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 240' per NM to 2400, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 2100 before proceeding on course, or for climb in visual conditions, cross Scammon Bay airport at or above 2100 before proceeding on course. **Rwy 28,** climb heading 281° to 2400 before turning south, or for climb in viusal conditions, cross Scammon Bay airport at or above 2100 before proceeding on course.

NOTE: **Rwy 10,** bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL. Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

## SELAWIK, AK

SELAWIK (WLK)
AMDT 1 07186 (FAA)

NOTE: **Rwy 4,** multiple bushes beginning 176' from departure end of runway, 429' left of centerline, up to 18' AGL/18' MSL. **Rwy 22,** antenna on building, 1040' from departure end of runway, 448' right of centerline, 30' AGL/47' MSL. **Rwy 27,** multiple antennas and buildings beginning 270' from departure end of runway, right and left of centerline, up to 108' AGL/125' MSL. Bridge 2148' from departure end of runway, 249' right of centerline, 60' AGL/90' MSL.

## SHAGELUK, AK

SHAGELUK (SHX)
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 180º to 1400 before turning left. **Rwy 34,** climb heading 345° to 1200 before turning right.

NOTE: **Rwy 16,** vehicles on road, beginning 160' from departure end of runway, 153' right of centerline, up to 15' AGL/93' MSL. Bush 322' from departure end of runway, 9' left of centerline, 9' AGL/87' MSL. Trees beginning 2' from departure end of runway, 393' right of centerline, up to 40' AGL/118' MSL. Trees beginning 720' from departure end of runway, 122' left of centerline, up to 53' AGL/131' MSL. **Rwy34,** trees beginning 34' from departure end of runway, 386' right of centerline, up to 53' AGL/131' MSL.

## SHAKTOOLIK, AK

SHAKTOOLIK (2C7)
ORIG 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 115° CW to 322° from DER, or min. climb of 220' per NM to 3200 for all other courses.

NOTE: **Rwy 14,** buildings beginning 199' from DER, 483' left of centerline, up to 21' AGL/55' MSL.

## SHISHMAREF, AK

SHISHMAREF (SHH)
ORIG 09071 (FAA)

NOTE: **Rwy 5,** multiple trees, 9' from DER, 179' left of centerline, up to 15' AGL/85' MSL. Multiple trees, 92' from DER, 94' right of centerline, up to 15' AGL/88' MSL. NDB tower, 236' from DER, 561' left of centerline, 40' AGL/66' MSL. **Rwy 23,** boat, 703' from DER, 663' right of centerline, 50' AGL/50' MSL.

## SHUNGNAK, AK

SHUNGNAK (SHG)
ORIG 04330 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn direct AMF NDB. **Rwy 27,** climbing right turn direct AMF NDB.

## SITKA, AK

SITKA ROCKY GUTIERREZ (SIT)
AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: Use BIORKA DEPARTURE.

## SOLDOTNA, AK

SOLDOTNA (SXQ)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1.

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 050° counter clockwise to 251° or 175° clockwise to 251° from departure end of runway. **Rwy 25,** climb heading 251° to 800, then climb on a heading between 160° clockwise to 065° from departure end of runway.

NOTE: **Rwy 7,** multiple trees beginning 1668' from departure end of runway, 454' right of centerline, up to 60' AGL/259' MSL. **Rwy 25,** multiple trees beginning 316' from departure end of runway, 517' left of centerline, up to 60' AGL/309' MSL.

## SPARREVOHN LRRS (PASV)

SPARREVOHN, AK . . . . . .ORIG, 09015

Diverse departures not authorized.

TAKE-OFF MINIMUMS: **Rwy 16,** 2300-3 for climb in visual conditions. **Rwy 34,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Remain within 5.8 NM of Sparrevohn airport, cross CRN NDB at or above 3700 before proceeding via published route. Max airspeed 250 KIAS. **Rwy 34,** NA.

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 1447' MSL, 1900' from DER, 1009' right of centerline. Terrain 1523' MSL, 1251' from DER, 835' left of centerline. Terrain 1496' MSL, 943' from DER, 746' left of centerline. Terrain 1417' MSL, 28' from DER, 434' right of centerline.

## TALKEETNA, AK

TALKEETNA (TKA)
AMDT 1 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy 36,** turn left. **Rwy 18**, turn right. Climb southwestbound on TKA R-205 to 2000 then southbound V436 and southbound V491 turn left, continue climb on course. R-150 CW R-215, continue climb on course. All others reverse course, continue climb to TKA VOR/DME. Climb in holding pattern (S, left turns, 345° inbound) to depart TKA VOR/DME at or above: northbound V436, 3800; R-215 CW R-270, 6000; R-270 CW R-340, 19000; R-340 CW R-150, 5000.

## TANANA, AK

RALPH M. CALHOUN MEMORIAL (TAL)
AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ a min. climb of 405' per NM to 1300, or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ a min. climb of 230' per NM to 600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn via heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12 DME, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R081 to SATUE. **Rwy 25,** climbing left turn via heading 078° and TAL VOR/DME R-081 to SATUE, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. All aircraft continue climb in SATUE/12 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

NOTE: **Rwy 7,** multiple trees beginning 9000' from departure end of runway, 2149' left of centerline, up to 60' AGL/809' MSL. **Rwy 25,** trees 845' from departure end of runway, 1156' right of centerline, up to 60' AGL/459' MSL.

## TELLER, AK

TELLER (TER)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 w/ min. climb of 201' per NM to 1100 or std. w/ min. climb of 310' to 1100 or 1500-3 for climb in visual conditions. **Rwy 25,** 300-2 or std. w/ min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1400 before turning right. For climb in visual conditions cross Teller Airport at or above 1600 before proceeding on course. **Rwy 25,** climb heading 255° to 1200 before turning left.

NOTE: **Rwy 7,** vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL.

**Rwy 25,** vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

## TIN CITY LRRS (PATC)

TIN CITY, AK. . . . . AMDT 3, 09015

Diverse Departures not authorized.

DEPARTURE PROCEDURE: **Rwy 16,** use TIN CITY DEPARTURE. **Rwy 34,** NA.

## TOGIAK VILLAGE, AK

TOGIAK (TOG)
AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-environmental

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 1000, then climbing right turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course. **Rwy 21,** climb heading 208° to 1000, then climbing left turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

NOTE: **Rwy 21,** boats beginning 150' from departure end of runway, 500' left of centerline, up to 50' AGL/50' MSL.

## TOK, AK

TOK JUNCTION (6K8)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions. **Rwy 25,** 300-1½ or std. with a min. climb of 360' per NM to 2300 and 230' per NM to 3600, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC. **Rwy 25,** climb to 2300 via heading 251°, then climbing right turn to 8000 via heading 060° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC.

NOTE: **Rwy 25,** tower 1 NM from departure end of runway, 2150' left of centerline, 228' AGL/1863' MSL.

## TOKSOOK BAY, AK

TOKSOOK BAY (OOK)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. with a min. climb of 480' per NM to 1800, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 165° to 1000 before proceeding on course. **Rwy 34,** for climb in visual conditions: Cross Toksook Bay Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 85' from departure end of runway, 300' right of centerline, up to 15' AGL/65' MSL. Multiple trees beginning 100' from departure end of runway, on centerline, up to 15' AGL/61'MSL. **Rwy 34,** multiple trees beginning 1260' from departure end of runway, 240' right of centerline, up to 15' AGL/264' MSL.

## UNALAKLEET, AK

UNALAKLEET (UNK)
AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2¾ or std. w/ a min. climb of 380' per NM to 800. **Rwy 33,** 500-2 or std. w/ a min. climb of 380' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climbing right turn to 1800 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-240 to UNK VOR/DME before proceeding on course. **Rwy 15,** climbing right turn to 1600 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-235 to UNK VOR/DME before proceeding on course. **Rwy 26,** climb to 1600 via heading 263° and UNK R-250, then climbing left turn to intercept UNK R-229 to UNK VOR/DME before proceeding on course. **Rwy 33,** climbing left turn to 1600 via heading 250 and UNK R-265, then climbing left turn to intercept UNK R-238 to UNK VOR/DME before proceeding on course.

NOTE: **Rwy 8,** tower 2.1 NM from DER, 2981' left of centerline, 308' AGL/608' MSL. Tree 2.4 NM from DER, 2858' left of centerline, 35' AGL/434' MSL. Vehicle on road 100' from DER, 152' left of centerline, 15' AGL/24' MSL. **Rwy 15,** antenna 1280' from DER, 133' left of centerline, 38' AGL/62' MSL. **Rwy 33,** trees beginning 1.4 NM from DER, 1877' right of centerline, up to 35' AGL/484' MSL. Vehicles on road beginning 18' from DER, 146' right of centerline, up to 15' AGL/33' MSL.

## UNALASKA, AK

UNALASKA (DUT)
AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 1000-3.
**Rwy 30,** 600-2.

DEPARTURE PROCEDURE: **Rwys 12, 30,** climb in visual conditions until established on DUT NDB/DME 355° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from take-off until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 355° bearing from DUT NDB/DME to 5500 before proceeding on course.

NOTE: Rapidly rising terrain to above 2000' MSL East, South, and West of airport.

## VALDEZ, AK

VALDEZ PIONEER FIELD (VDZ)
AMDT 5 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 3500-3. Procedure NA at night.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb in visual conditions to MNL NDB (visual conditions must be maintained from takeoff until established over MNL NDB at or above 3500 MSL); cross MNL NDB at or above 3500 MSL, continue climb to 7000 via 233º bearing from MNL NDB, then climbing left turn to 10000 direct MNL NDB.

NOTE: **Rwy 6,** multiple bushes and trees beginning 2184' from departure end of runway, 662' left of centerline, up to 100' AGL/699' MSL. Multiple trees beginning 643' from departure end of runway, 470' right of centerline, up to 100' AGL/699' MSL. Obstruction light on LDA 6' from departure end of runway, 299' right of centerline, 79' AGL/148' MSL. Obstruction light on DME 22' from departure end of runway, 361' right of centerline, 79' AGL/148' MSL. **Rwy 24,** multiple trees beginning 623' from departure end of runway, 385' left of centerline, up to 100' AGL/130' MSL. Multiple trees beginning 469' from departure end of runway, 482' right of centerline, up to 100' AGL/139' MSL.

**VENETIE, AK**
VENETIE (PAVE)
ORIG 08101 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** Climbing right turn to intercept FYU VORTAC R-294 to FYU VORTAC. **Rwy 22,** Climbing left turn to intercept FYU VORTAC R-287 to FYU VORTAC.

**WALES, AK**
WALES (IWK)
ORIG 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-1½ or std. with a min. climb of 445' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 177° until crossing TNC NDB/DME bearing 228° then turn left heading 018° to intercept the 048° course to TNC NDB/DME. **Rwy 36,** climb via heading 357° to 2000 then turn right heading 183° to intercept the 153° course to TNC NDB/DME.
NOTE: **Rwy 18,** trees 1.2 NM from departure end of runway, 2334' left of centerline, 50' AGL/349' MSL.

**WASILLA, AK**
WASILLA (IYS)
ORIG 05020 (FAA)
TEXTUAL DEPARTURE: **Rwy 3,** turn left direct BGQ VORTAC: then, **Rwy 21,** turn right direct BGQ VORTAC: then
Aircraft departing R-150 degrees clockwise through R-309, climb on course.
Aircraft departing R-310 degrees clockwise through R-149, climb in BGQ holding pattern to 4500 prior to departing on course. Hold N, RT, 168° inbound. Do not exceed 265 knots in holding.

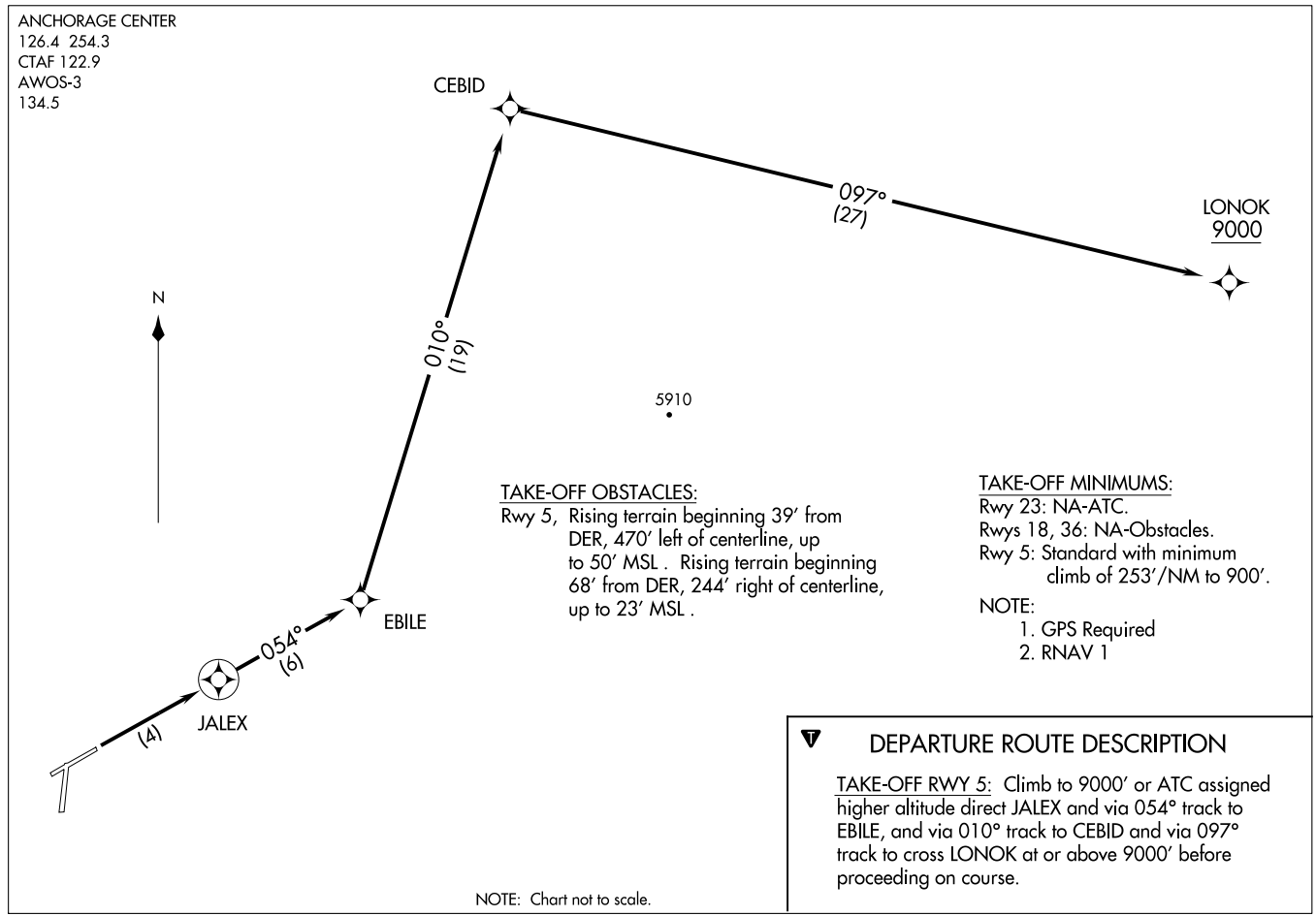
**WILLOW, AK**
WILLOW (UUO)
ORIG 06271 (FAA)
DEPARTURE PROCEDURE: Use BIG LAKE DEPARTURE.

**WRANGELL, AK**
WRANGELL (WRG)
AMDT 1 82021 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10,28,** 1000-3.
DEPARTURE PROCEDURE: **Rwy 10,** turn left immediately. **Rwy 28,** climb on runway heading to 500. Proceed under VFR until established on LVD VOR R-059 or 059° bearing from SQM NDB. Climb to cross LVD VOR/SQM NDB at or above 4000.

**YAKUTAT, AK**
YAKUTAT (YAK)
AMDT 4 05188 (FAA)
DEPARTURE PROCEDURE: **Rwys 2,11,20,29, All aircraft** climb direct YAK VOR/DME or OCC NDB. Thence...
...Aircraft continuing via radial/bearing 105 CW 280 proceed on course.
...All other aircraft climb in YAK VOR/DME holding pattern (SE, LT, 290° inbound) or OCC NDB holding pattern (W, RT, 112° inbound) to cross YAK VOR/DME or OCC NDB at or above 12,000 before proceeding on course.
NOTE: **Rwy 2,** multiple trees 458' from departure end of runway, 317' right of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from departure end of runway, 342' left of centerline, up to 87' AGL/114' MSL. Tower 376' from departure end of runway, 243' left of centerline, 42' AGL/75' MSL. Obstruction light on glide slope 372' from departure end of runway, 238' left of centerline 34' AGL/67' MSL. Obstruction light on TMOM 593' from departure end of runway, 639' left of centerline, 24' AGL/51' MSL. **Rwy 11,** multiple trees beginning 95' from departure end of runway, 345' right of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from departure end of runway, from 377' left of centerline, up to 92' AGL/115' MSL. **Rwy 20,** multiple trees beginning 129' from departure end of runway, 297' right of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from departure end of runway, 283' left of centerline, up to 137' AGL/147' MSL. **Rwy 29,** multiple trees and bushes 122' from departure end of runway, 389' right of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from departure end of runway, 65' left of centerline, up to 108' AGL/138' MSL.

# JALEX ONE DEPARTURE (RNAV)





ADAK ISLAND, ALASKA

AL-1244 (FAA)

# NDB/DME RWY 23

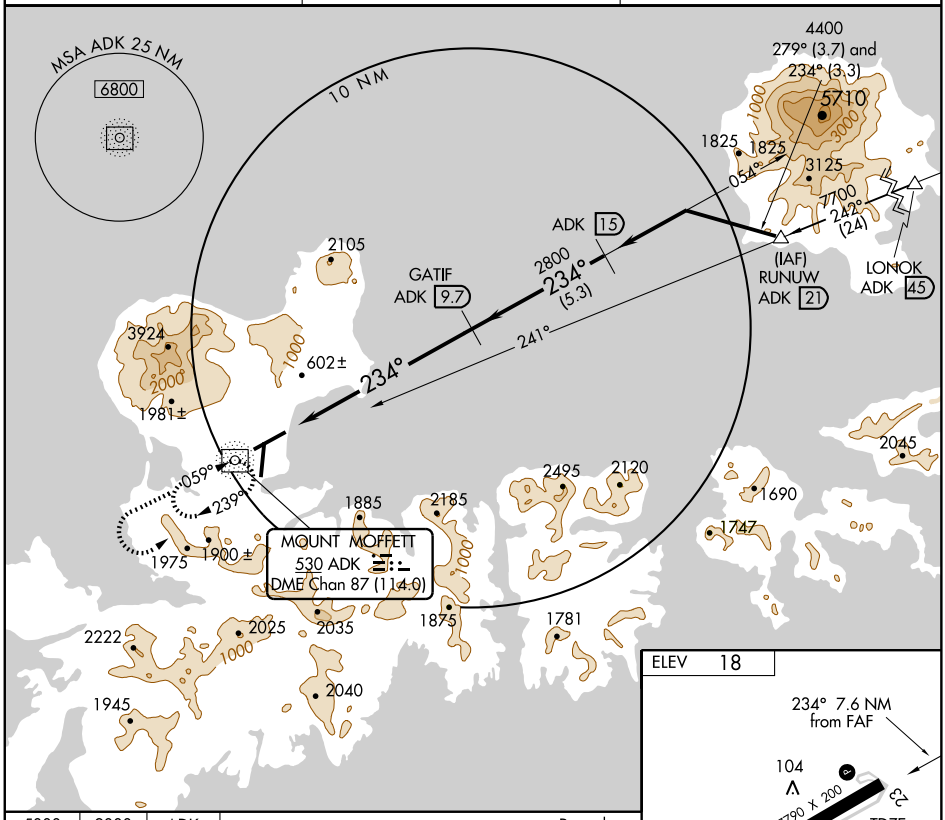
ADAK (ADK)(PADK)

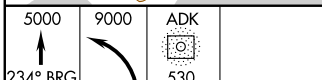
| NDB/DME ADK 530 Chan 87 (114.0) | APP CRS 234° | Rwy Idg 7790 TDZE 15 Apt Elev 18 |
|---|---|---|

Circling not authorized at night.

MISSED APPROACH: Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.

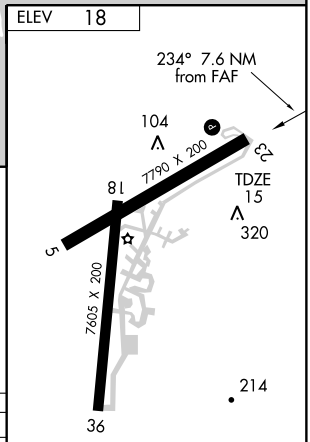
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.5 | 126.4 254.3 | 122.9 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1600/60 1585 (1600-1¼) | 1600-1½ 1585 (1600-1½) | 1600-3 1585 (1600-3) | |
| CIRCLING | 1600-1¼ 1582 (1600-1¼) | 1600-1½ 1582 (1600-1½) | 1600-3 1582 (1600-3) | |

HIRL Rwys 5-23 and 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 23

ADAK (ADK)(PADK)

| APP CRS | Rwy ldg | 7790 |
|---|---|---|
| 234° | TDZE | 15 |
| | Apt Elev | 18 |

Circling not authorized at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6600 via 229° course to XERIC, then right turn via 302° course to DEJJE and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.5 | 126.4 254.3 | 122.9 (L) |

MISSED APCH FIX
4 NM
275°
095°
DEJJE

MSA WAURI 25 NM
6800

NoPT for arrival on G8 from SIYNY WP.

4 NM
030°
210°
(IAF)
BAERE
6600
264°
(29.2)
SIYNY

3500
211°
(14.1)

6600 to BAERE
062°
(44.1)

Fly Visual
234° 2.6 NM

2500
210°
(5)
YIQTO

234°
(FAF)
GATIF
(MAP)
WAURI

DEJJE
302°
229°
XERIC

5710
1825
3125
1000
2000
3000
2105
8924
4287
2663
1981±
2495
2120
1690
2045
1885
2185
1900±
1975
2035
1875
1781
2222
2025
2040
1945

ELEV 18
Fly Visual
234° 2.6 NM
104
23
81
7790 X 200
TDZE
15
320
5
7605 X 200
214
36

| 6600 | XERIC | | DEJJE |
|---|---|---|---|
| 229° CRS | | 302° CRS | |

Fly Visual
234° 2.6 NM
WAURI
GATIF
234°
210°
211°
YIQTO
BAERE
6600
3500
2500
Procedure Turn NA
5 NM
5 NM
14.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-3 | 1205 (1300-3) | | |
| CIRCLING | 1220-3 | 1202 (1300-3) | | 1540-3 1522 (1600-3) |

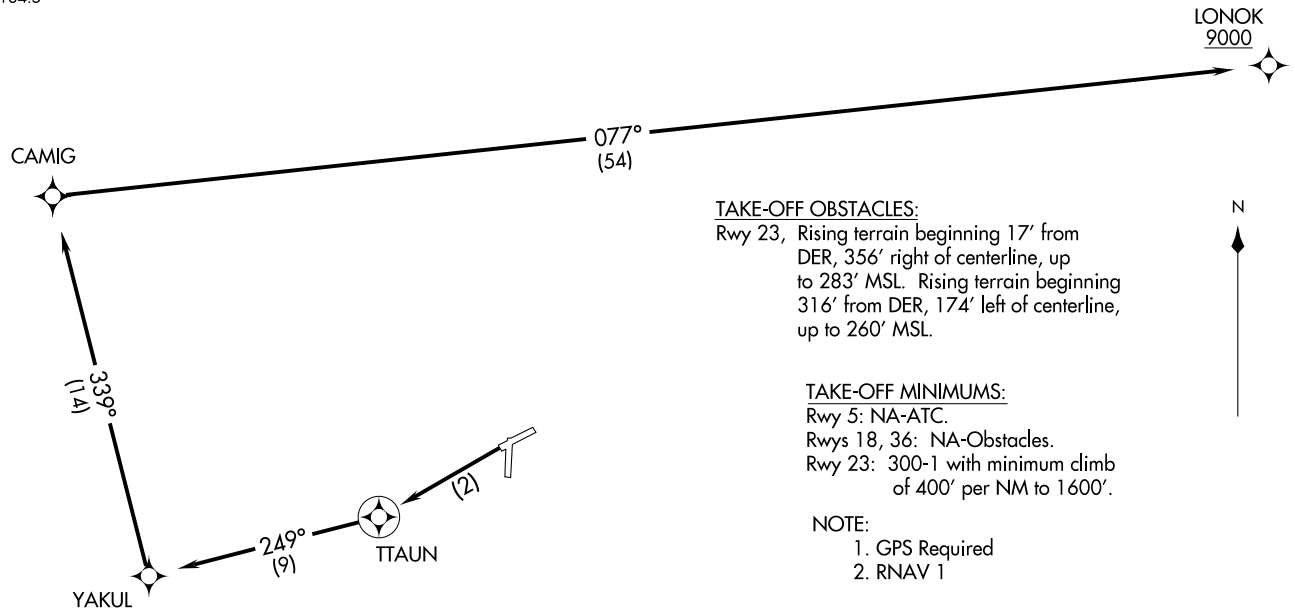
HIRL Rwys 5-23 and 18-36 (L)

AK. 08 APR 2010 to 03 JUN 2010

# TTAUN TWO DEPARTURE (RNAV)



ANCHORAGE CENTER
126.4 254.3
CTAF 122.9
AWOS-3
134.5




TAKE-OFF OBSTACLES:
Rwy 23, Rising terrain beginning 17′ from DER, 356′ right of centerline, up to 283′ MSL. Rising terrain beginning 316′ from DER, 174′ left of centerline, up to 260′ MSL.

TAKE-OFF MINIMUMS:
Rwy 5: NA-ATC.
Rwys 18, 36: NA-Obstacles.
Rwy 23: 300-1 with minimum climb of 400′ per NM to 1600′.

NOTE:
1. GPS Required
2. RNAV 1

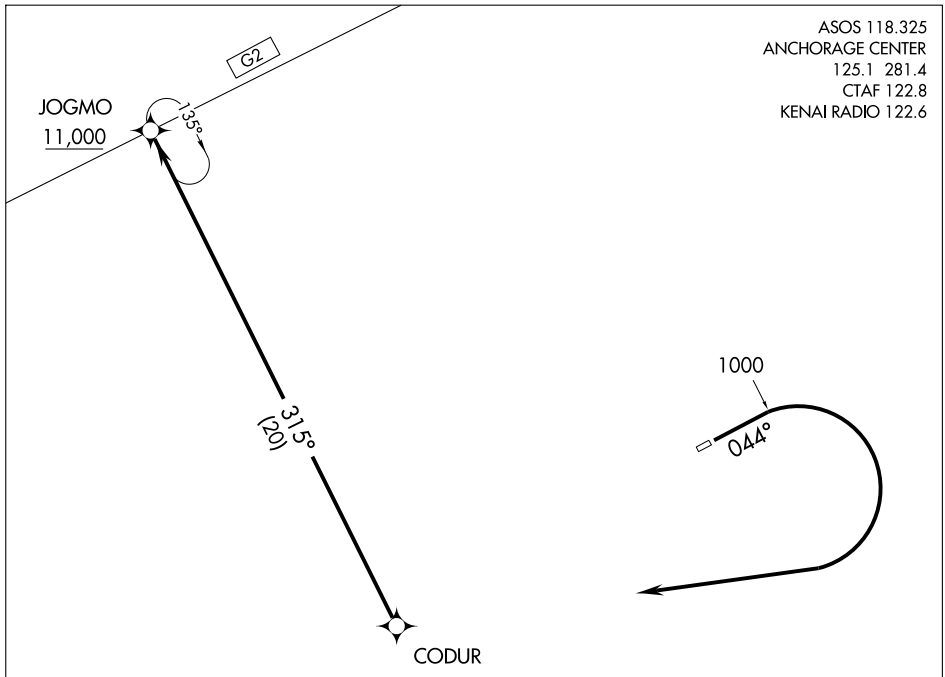
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 23: Climb to 9000 or assigned higher altitude direct TTAUN, and via 249° track to YAKUL, and right turn via 339° track to CAMIG and right turn via 077° track to LONOK before proceeding on course.

# JOGMO ONE DEPARTURE (RNAV) (OBSTACLE)






TAKE-OFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450 feet per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.
Rwy 22: NA, obstacles.

NOTE:
1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .

. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11,000 before proceeding via assigned route.

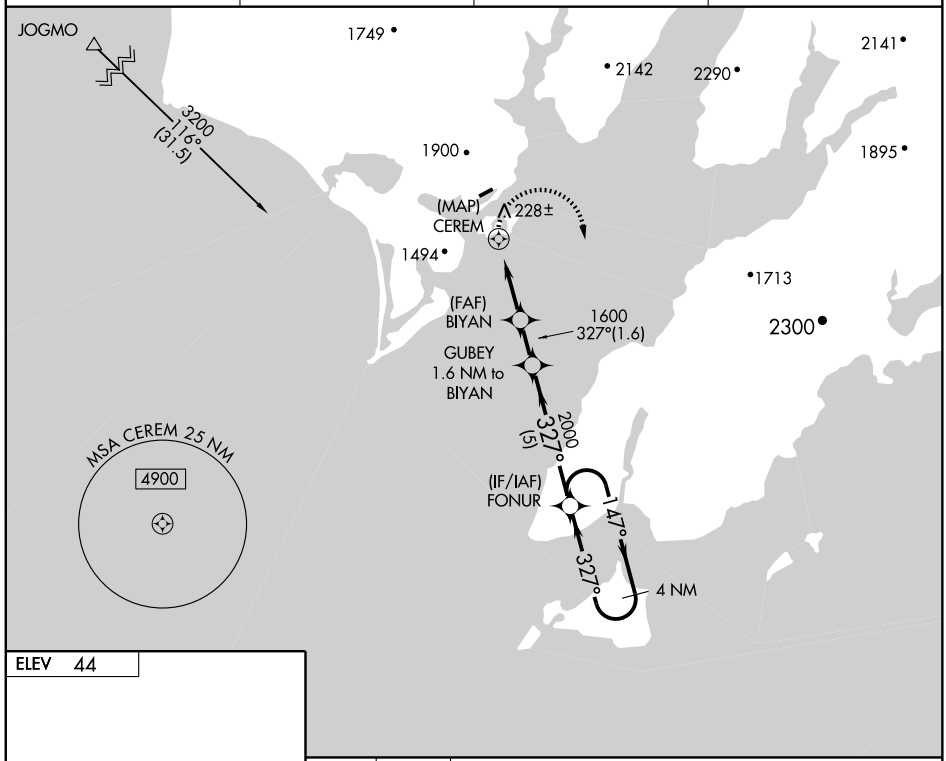
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 327° | TDZE | N/A |
| | Apt Elev | 44 |

# RNAV (GPS)-A
## AKHIOK (AKK) (PAKH)

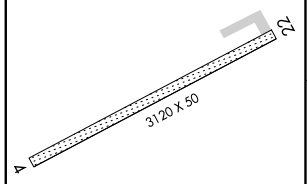
DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22. If local altimeter setting not received, use Kodiak altimeter setting and increase all MDAs 800 feet.

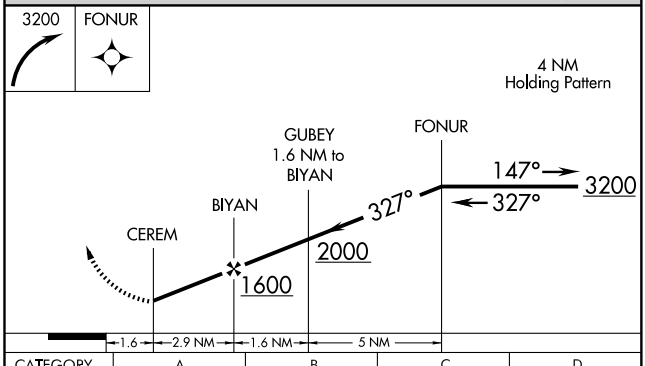
MISSED APPROACH: Climbing right turn to 3200 direct FONUR and hold.

| ASOS | ANCHORAGE CENTER | UNICOM | KENAI RADIO |
|---|---|---|---|
| 118.325 | 125.1 281.4 | 122.8 (CTAF) L | 122.6 |




ELEV 44



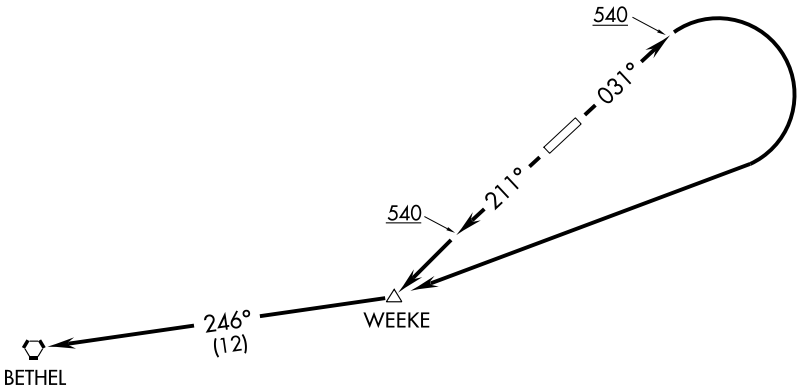

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-2 496 (500-2) | | NA | |

AK. 08 APR 2010 to 03 JUN 2010

# AKIAK ONE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE CENTER
125.2 372.0
CTAF 122.9




TAKE-OFF MINIMUMS
Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence . . .

TAKE-OFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence . . .

. . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.

| APP CRS | Rwy Idg | 3196 |
|---|---|---|
| 031° | TDZE | 30 |
| | Apt Elev | 30 |

# RNAV (GPS) RWY 3

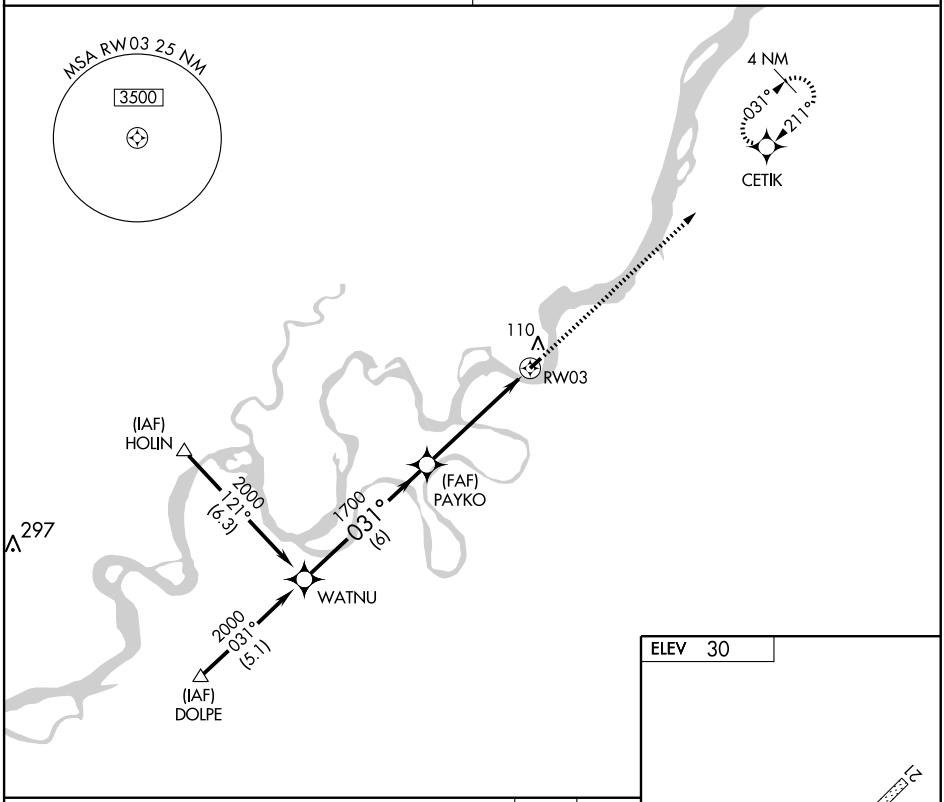
AKIAK (AKI) (PFAK)

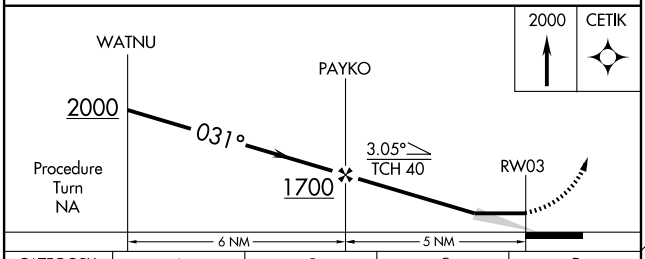
Use Bethel altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8
Bethel ASOS: OSE 251, BET 114.1

NA

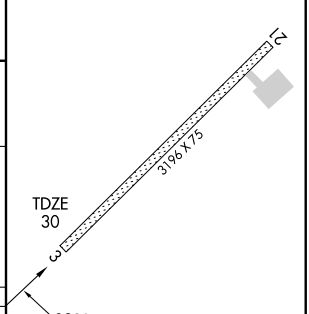
MISSED APPROACH: Climb to 2000 direct CETIK WP and hold.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 125.2 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 | 390 (400-1) | NA | |
| CIRCLING | 480-1 | 450 (500-1) | NA | |




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# RNAV (GPS) RWY 21

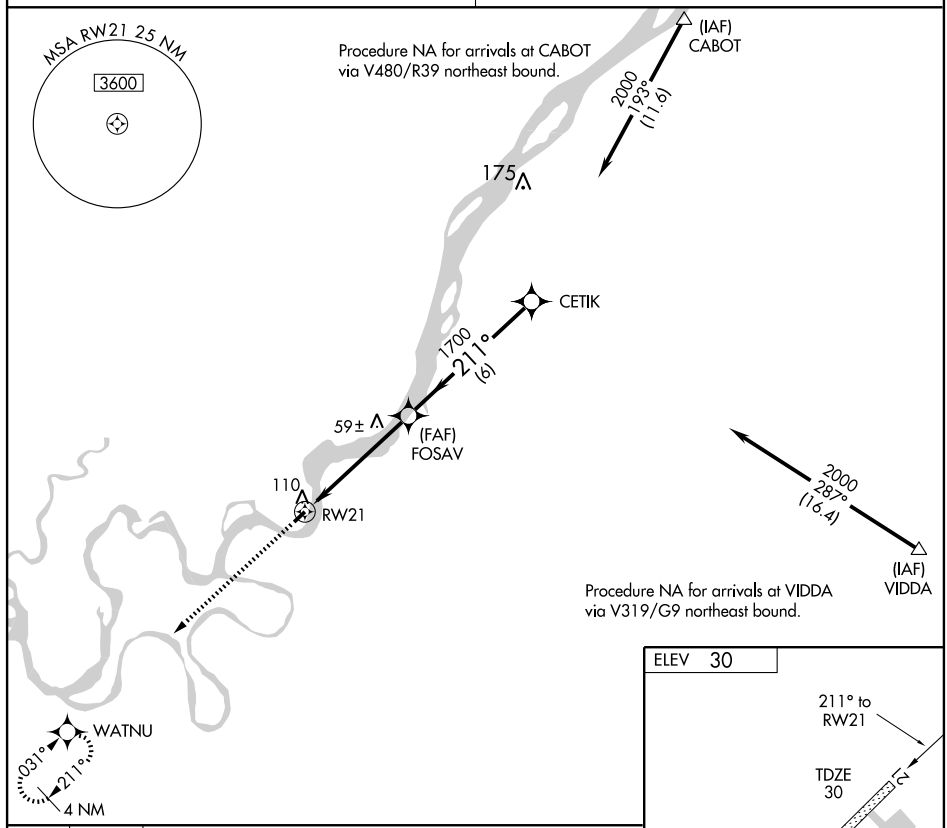
AKIAK (AKI) (PFAK)

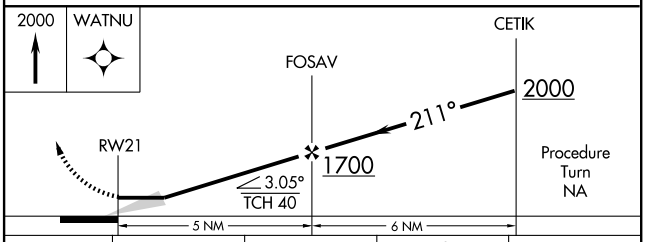
| APP CRS | Rwy Idg | 3196 |
|---|---|---|
| 211° | TDZE | 30 |
| | Apt Elev | 30 |

Use Bethel altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8.
Bethel ASOS: OSE 251, BET 114.1.

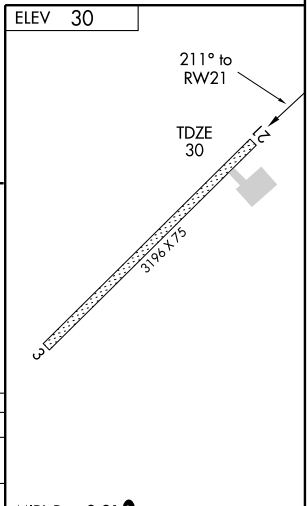
MISSED APPROACH: Climb to 2000 direct WATNU WP and hold.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 125.2 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 | 390 (400-1) | NA | |
| CIRCLING | 480-1 | 450 (500-1) | NA | |

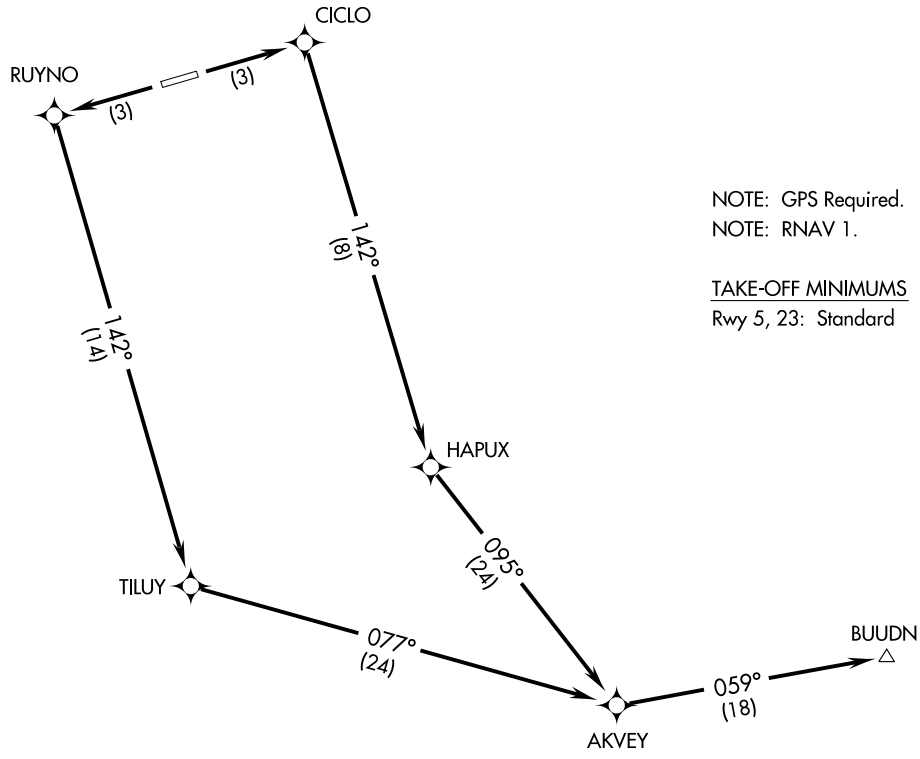



AK, 08 APR 2010 to 03 JUN 2010

# BUUDN ONE DEPARTURE (RNAV)



FAIRBANKS RADIO
122.2
ANCHORAGE CENTER
124.6 352.0
CTAF
122.9




NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS
Rwy 5, 23: Standard

TAKE-OFF OBSTACLE NOTES
Rwy 5: Tree 799′ from DER, 606′ right of centerline 40′ AGL/532′ MSL.
Tree 1297′ from DER 664′ right of centerline 40′ AGL/534′ MSL.
Tree 2007′ from DER 342′ right of centerline 40′ AGL/498′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 7000 direct CICLO and right turn via 142° track to HAPUX and via 095° track to AKVEY and via 059° track to BUUDN.

TAKE-OFF RUNWAY 23: Climb to 7000 direct RUYNO and left turn via 142° track to TILUY and via 077° track to AKVEY and via 059° track to BUUDN.

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 052° | TDZE | 439 |
| | Apt Elev | 441 |

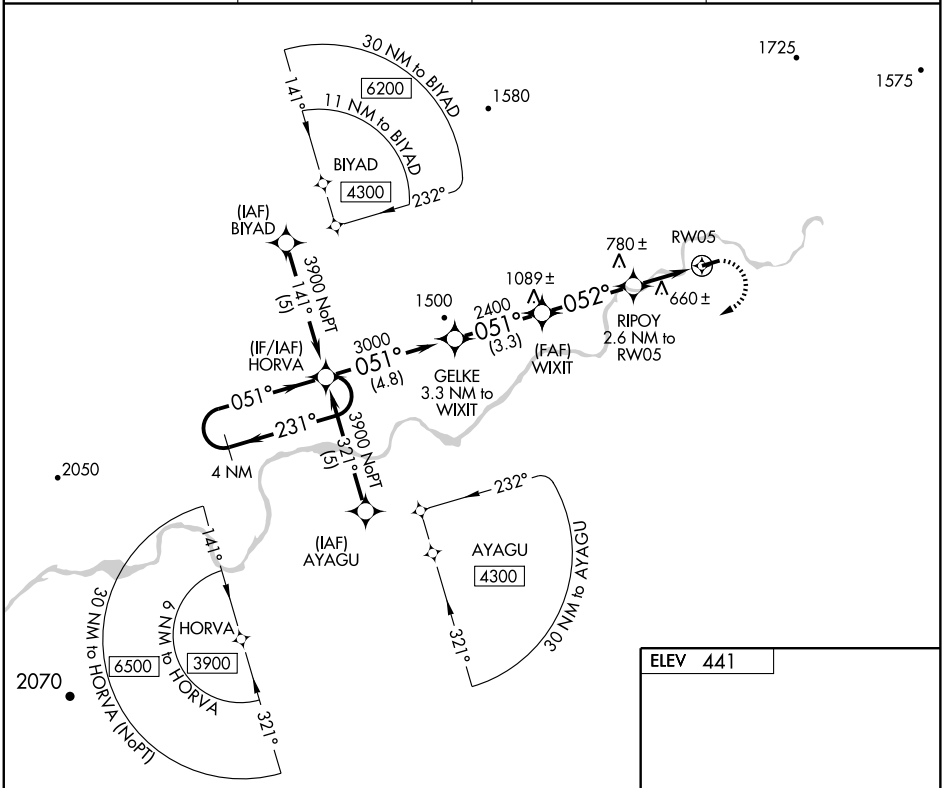
# RNAV (GPS) RWY 5
## ALLAKAKET (6A8) (PFAL)

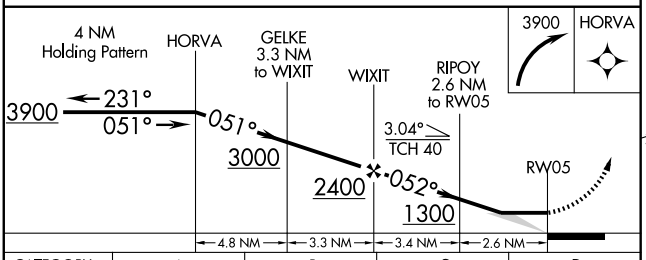
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

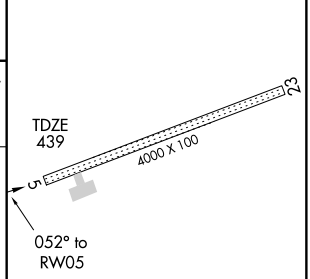
NA

MISSED APPROACH: Climbing right turn to 3900 direct HORVA and hold.

| BETTLES ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 581 (600-1) | | 1020-1½ 581 (600-1½) | NA |
| CIRCLING | 1100-1 659 (700-1) | 1160-1 719 (800-1) | 1200-2¼ 759 (800-2¼) | NA |

MIRL Rwy 5-23 L

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| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 232° | TDZE | 441 |
| | Apt Elev | 441 |

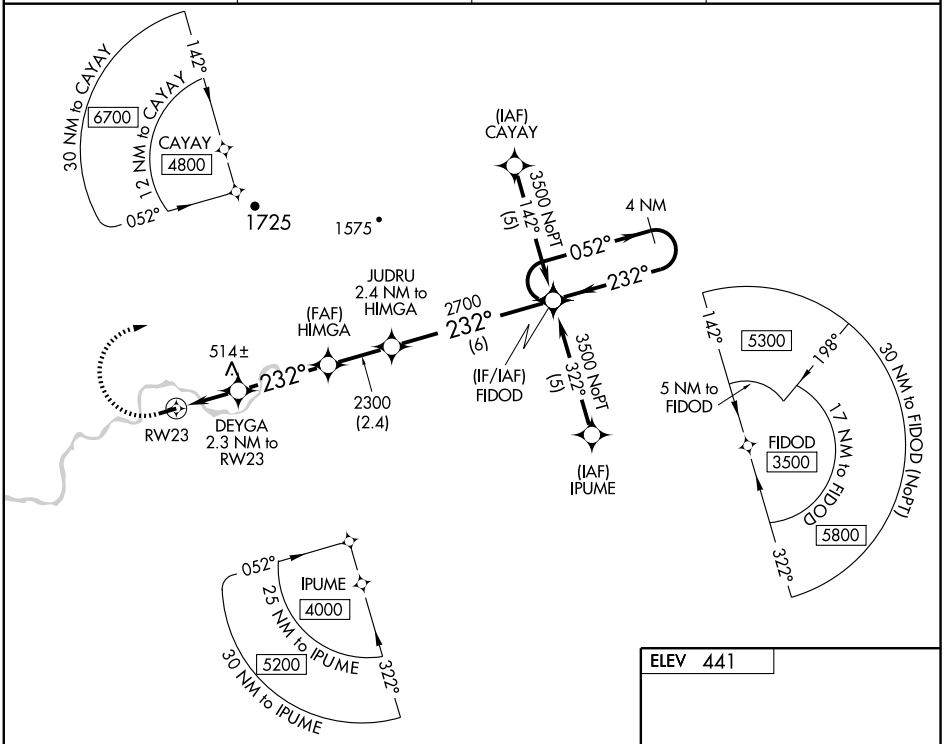
# RNAV (GPS) RWY 23

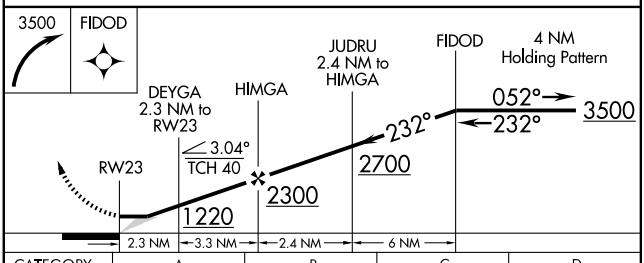
## ALLAKAKET (6A8) (PFAL)

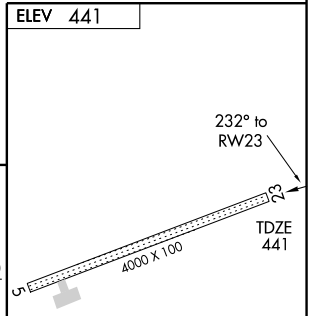
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct FIDOD and hold.

| BETTLES ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 459 (500-1) | | 900-1¼ 459 (500-1¼) | NA |
| CIRCLING | 1100-1 659 (700-1) | 1160-1 719 (800-1) | 1200-2¼ 759 (800-2¼) | NA |

MIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

AMBLER, ALASKA

AL-6686 (FAA)

# NDB RWY 36

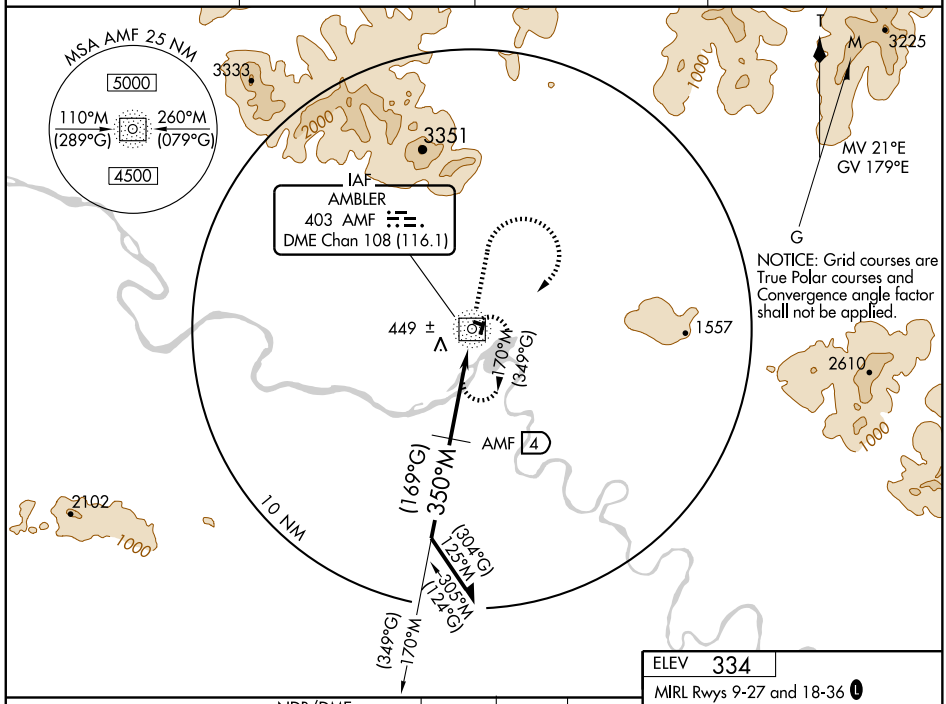
AMBLER (AFM) (PAFM)

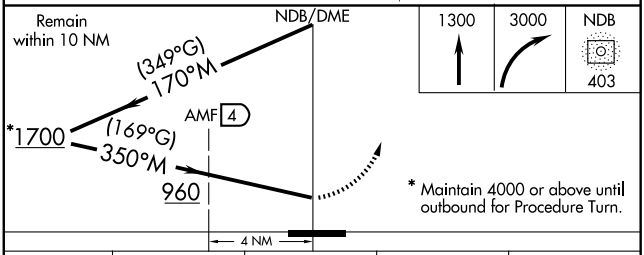
| NDB/DME AMF | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 403 | 350°M | TDZE | 292 |
| Chan108(116.1) | (169°G) | Apt Elev | 334 |

T
ANA — Circling not authorized west of Rwy 18-36.

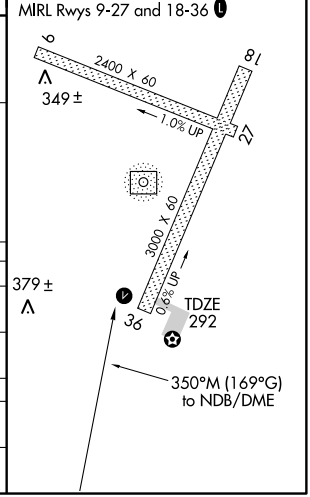
MISSED APPROACH: Climb to 1300 then right climbing turn to 3000 direct AMF NDB and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 132.1 | 119.2 263.0 | 122.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 960-1 | 668 (700-1) | 960-2 668 (700-2) | NA |
| CIRCLING | 960-1 | 626 (700-1) | 960-2 626 (700-2) | NA |
| DME MINIMUMS | | | | |
| S-36 | 860-1 | 568 (600-1) | 860-1 ½ 568 (600-1½) | NA |
| CIRCLING | 860-1 | 526 (600-1) | 860-1 ½ 526 (600-1½) | NA |




AK. 08 APR 2010 to 03 JUN 2010

AMBLER, ALASKA

AL-6686 (FAA)

# RNAV (GPS) Y RWY 36

AMBLER (AFM) (PAFM)

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 001°M | TDZE | 313 |
| (180°G) | Apt Elev | 334 |

T NA — Circling not authorized west of Rwy 18-36. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 132.1 | 119.2 263.0 | 122.0 | 122.7 L |

NOTICE: Grid courses are True Polar courses and Convergence angle factor shall not be applied.

Procedure NA for arrivals at JELLE on V-477 southwest bound.

T M MV 21°E GV 179°E G

3351 1557 2610 2102 1000

449 ± RW36

(FAF) JAKOW

1900 001°M (180°G) (5)

(IF/IAF) PIKFE

(180°G) 001°M 181°M (360°G) 4 NM

MSA RW36 25 NM 5000

2800 NoPT 055°M (234°G) (21.9) (IAF) JELLE

2800 NoPT 009°M (188°G) (41.9) (IAF) DESOY

1000

4 NM Holding Pattern PIKFE JAKOW

(360°G) 181°M 001°M (180°G)

2800 (180°G) 001°M 1900

1.1 NM to RW36 RW36

2.96° TCH 40

VGSI and descent angles not coincident

5 NM 3.9 NM 1.1

1000 2800 PIKFE

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 347 (400-1) | | | NA |
| CIRCLING | 700-1 366 (400-1) | 800-1 466 (500-1) | 800-1½ 466 (500-1½) | NA |

ELEV 334

MIRL Rwys 9-27 and 18-36 L

6 2400 X 60 81 349 ± 1.0% UP 27

3000 X 60 379 ± 0% UP TDZE 313 36

001°M (180°G) to RW36

AK, 08 APR 2010 to 03 JUN 2010

AMBLER, ALASKA

AL-6686 (FAA)

# RNAV (GPS) Z RWY 36

AMBLER (AFM) (PAFM)

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 001°M | TDZE | 313 |
| (180°G) | Apt Elev | 334 |

T NA — Circling not authorized west of Rwy 18-36. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 132.1 | 119.2 263.0 | 122.0 | 122.7 L |

NOTICE: Grid courses are True
Polar courses and Convergence angle factor shall not be applied.

T M G
MV 21°E
GV 179°E

3351 1000 1557 2610 2102

30 NM to PURJI 5800
10 NM to PURJI 4200
PURJI
091° (270°G)
181° (360°G)
(IAF) PURJI
2800 NoPT 091°M (270°G) (5)
(FAF) JAKOW
449 ±
RW36
1900
001°M (180°G) (5)
(IF/IAF) PIKFE
(180°G) 001°M
181°M (360°G)
2800 NoPT 271°M (090°G) (5)
(IAF) SKINY
30 NM to SKINY 6000
10 NM to SKINY 2800
SKINY
271° (090°G)
4 NM
PIKFE 2800
5 NM to PIKFE
30 NM to PIKFE (NoPT) 4200
(270°G) 091°
(090°G) 271°

1000

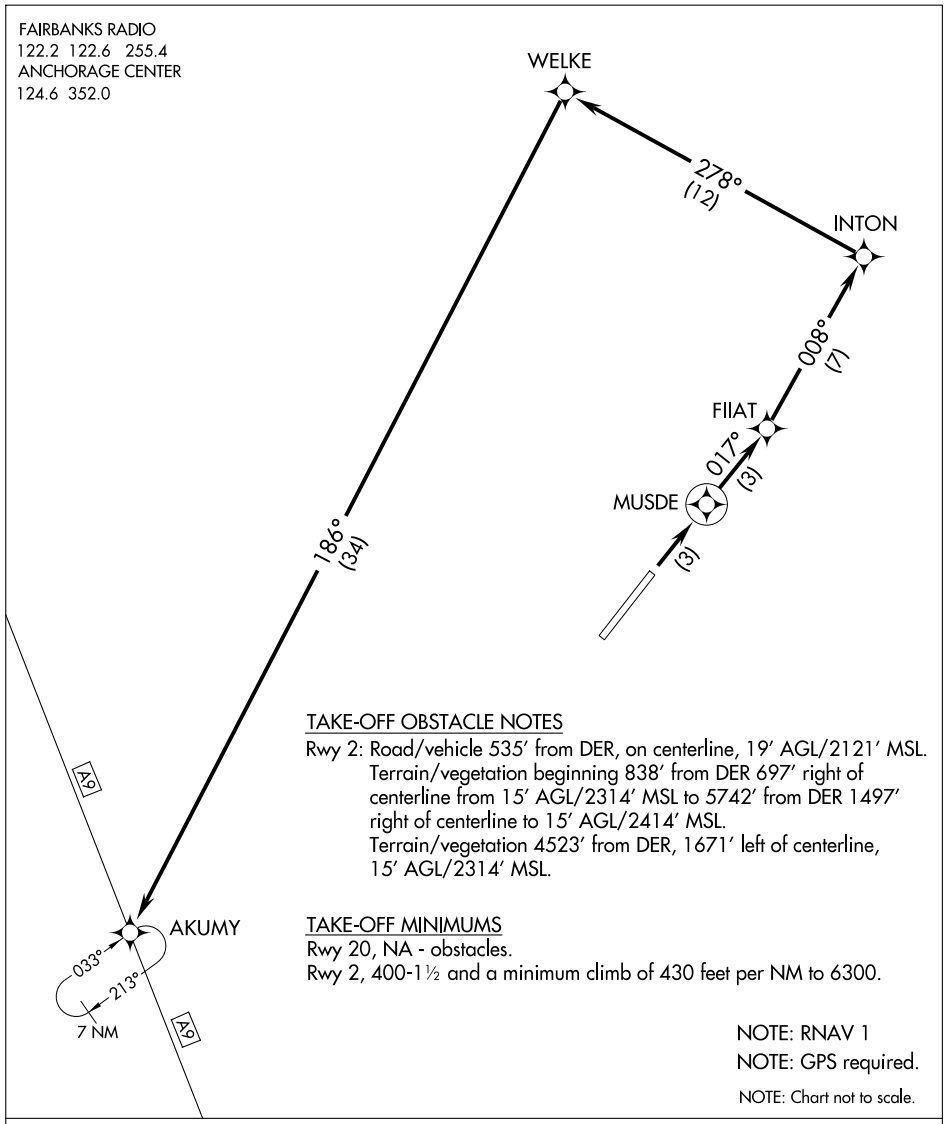
ELEV 334
MIRL Rwys 9-27 and 18-36 L
2400 X 60
1.0% UP
349 ±
09 27
3000 X 60
0.6% UP
379 ±
TDZE 313
36
001°M (180°G) to RW36

4 NM Holding Pattern
PIKFE
(360°G) 181°M 001°M (180°G)
2800
JAKOW
(180°G) 001°M
1900
1.1 NM to RW36
RW36
2.96°
TCH 40
VGSI and descent angles not coincident
1000 2800 PIKFE
5 NM 3.9 NM 1.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 347 (400-1) | | | NA |
| CIRCLING | 700-1 366 (400-1) | 800-1 466 (500-1) | 800-1½ 466 (500-1½) | NA |

AK. 08 APR 2010 to 03 JUN 2010

# AKUMY TWO DEPARTURE (RNAV) (OBSTACLE)




TAKE-OFF OBSTACLE NOTES

Rwy 2: Road/vehicle 535′ from DER, on centerline, 19′ AGL/2121′ MSL. Terrain/vegetation beginning 838′ from DER 697′ right of centerline from 15′ AGL/2314′ MSL to 5742′ from DER 1497′ right of centerline to 15′ AGL/2414′ MSL. Terrain/vegetation 4523′ from DER, 1671′ left of centerline, 15′ AGL/2314′ MSL.

TAKE-OFF MINIMUMS

Rwy 20, NA - obstacles.
Rwy 2, 400-1½ and a minimum climb of 430 feet per NM to 6300.

NOTE: RNAV 1
NOTE: GPS required.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb direct MUSDE, then via depicted route to AKUMY. Thence proceed on course. Maintain 10000 or higher assigned altitude.

| NDB AKP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 348 | 039° | TDZE | N/A |
| | | Apt Elev | 2102 |

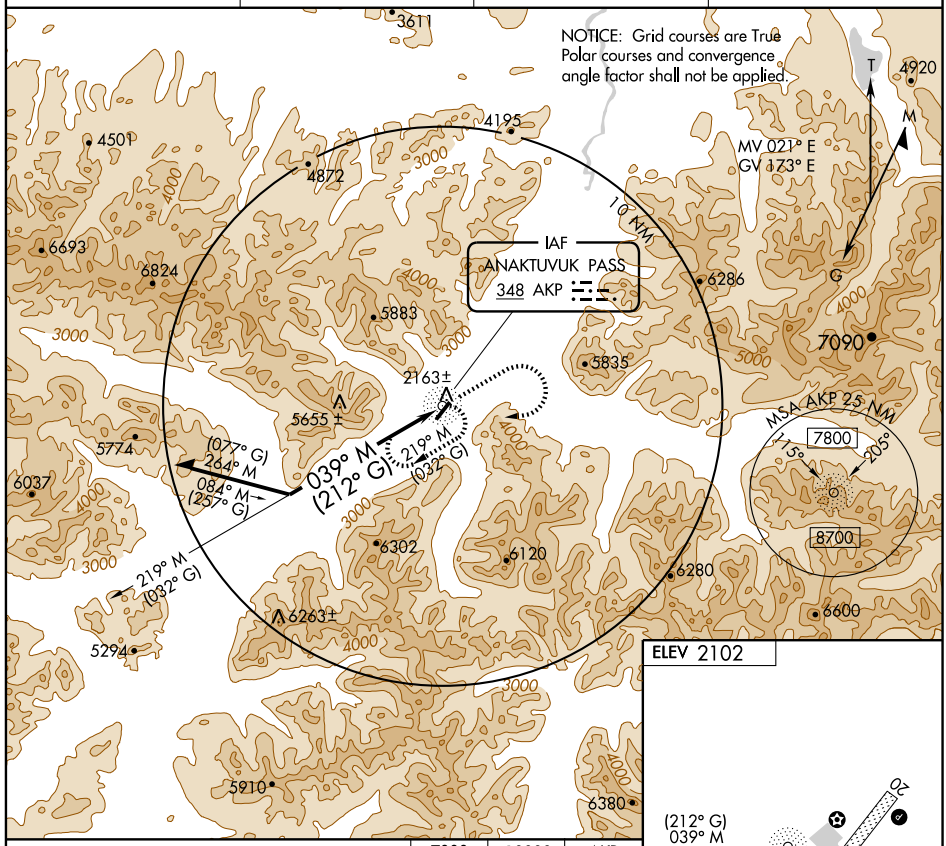
# NDB-B

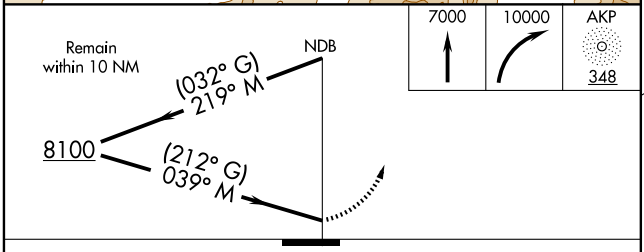
## ANAKTUVUK PASS (AKP) (PAKP)

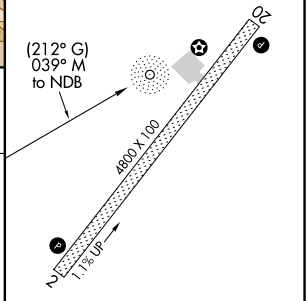
T
A NA
When local altimeter setting not received, procedure NA.
Circling NA west of Rwy 2-20.
Circling to Rwy 2 NA at night for Cats C and D.
When VGSI inoperative, circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct AKP NDB and hold, continue climb-in-hold to 10000.

| AWOS-3 | ANCHORAGE CENTER | GCO | CTAF |
|---|---|---|---|
| 135.75 | 124.6 352.0 | 122.15 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6600-1¼ 4498 (4500-1¼) | 6600-1½ 4498 (4500-1½) | 6600-3 4498 (4500-3) | |

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 034° | TDZE | N/A |
| | Apt Elev | 2102 |

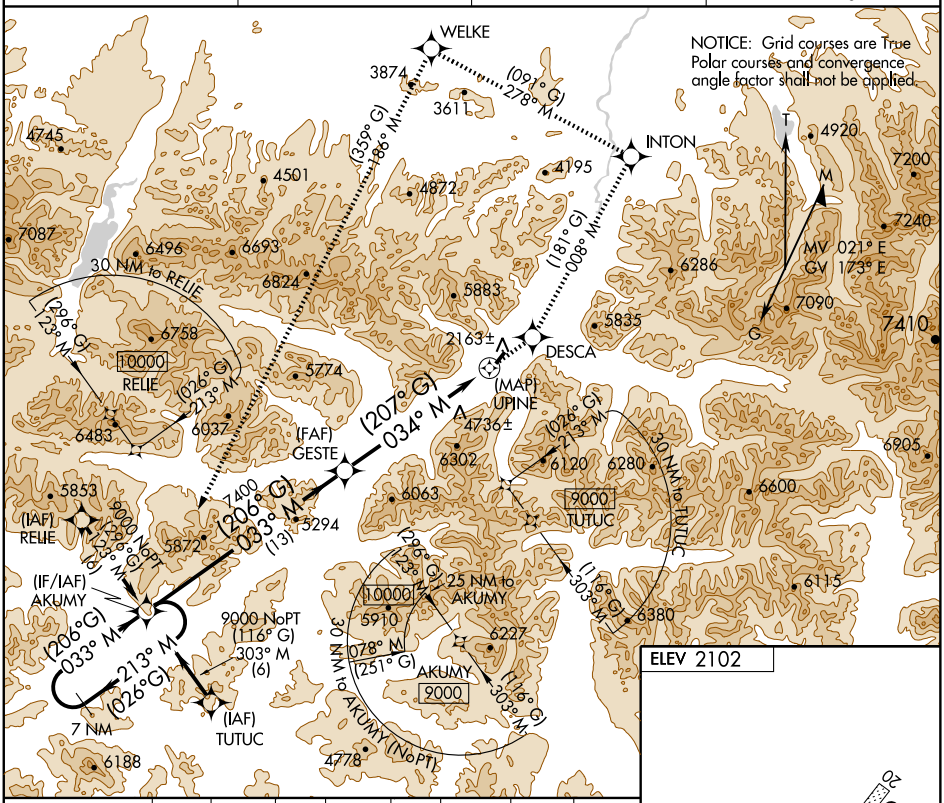
# RNAV (GPS)-A

## ANAKTUVUK PASS (AKP) (PAKP)

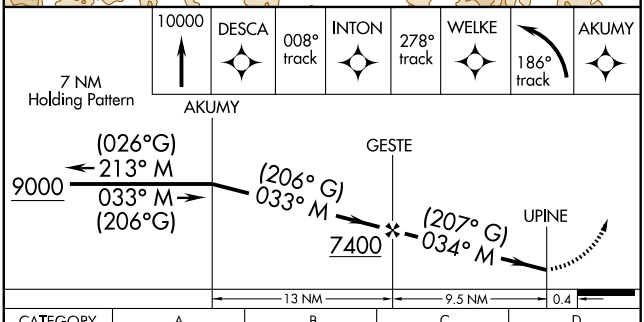
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 20 NA at night.
Circling to Rwy 2 NA at night for Cat C and D.

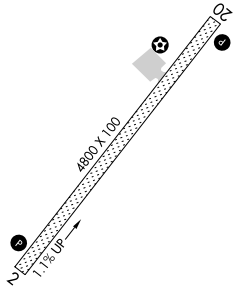
MISSED APPROACH: Climb to 10000 direct DESCA and via 008° track to INTON and via 278° track to WELKE and left turn via 186° track to AKUMY and hold.

| AWOS-3 | ANCHORAGE CENTER | GCO | CTAF |
|---|---|---|---|
| 135.75 | 124.6 352.0 | 122.15 | 122.8 L |




ELEV 2102




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5180-1¼ 3078 (3100-1¼) | 5180-1½ 3078 (3100-1½) | 5180-3 3078 (3100-3) | 5260-3 3158 (3200-3) |

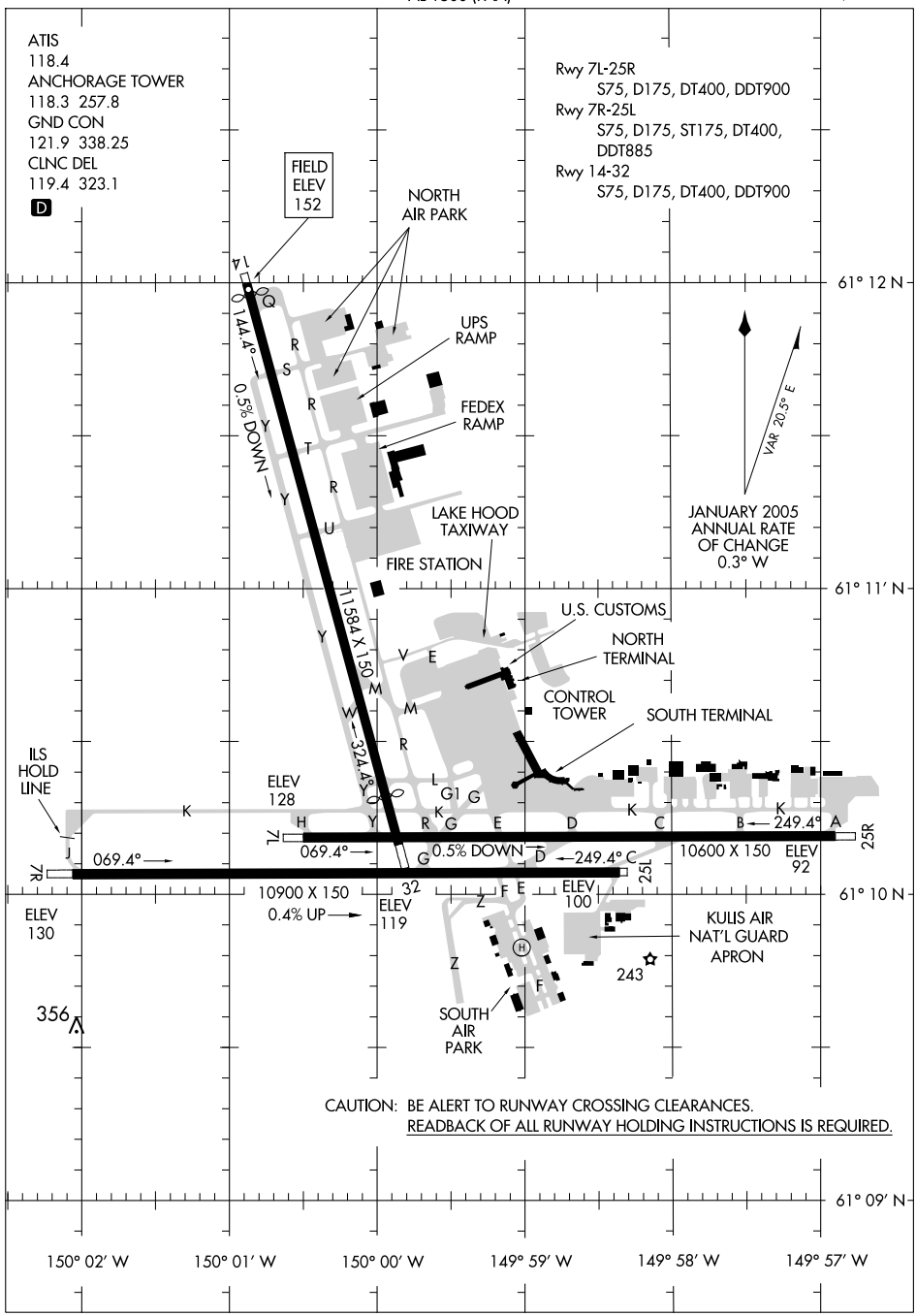
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 08 APR 2010 to 03 JUN 2010

08325

# AIRPORT DIAGRAM

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA)
ANCHORAGE, ALASKA



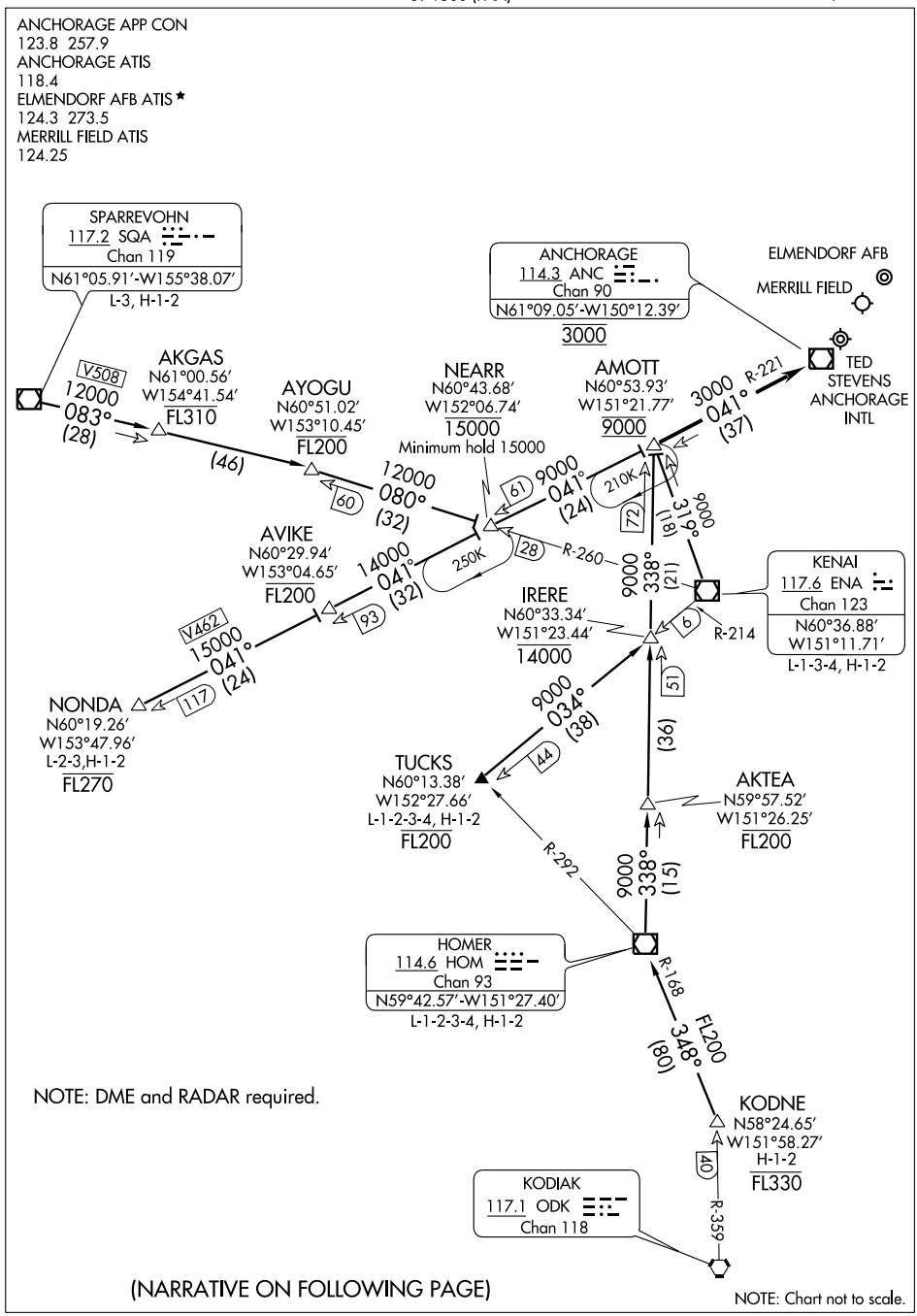

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AK, 08 APR 2010 to 03 JUN 2010

# AMOTT SIX ARRIVAL



ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25




NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

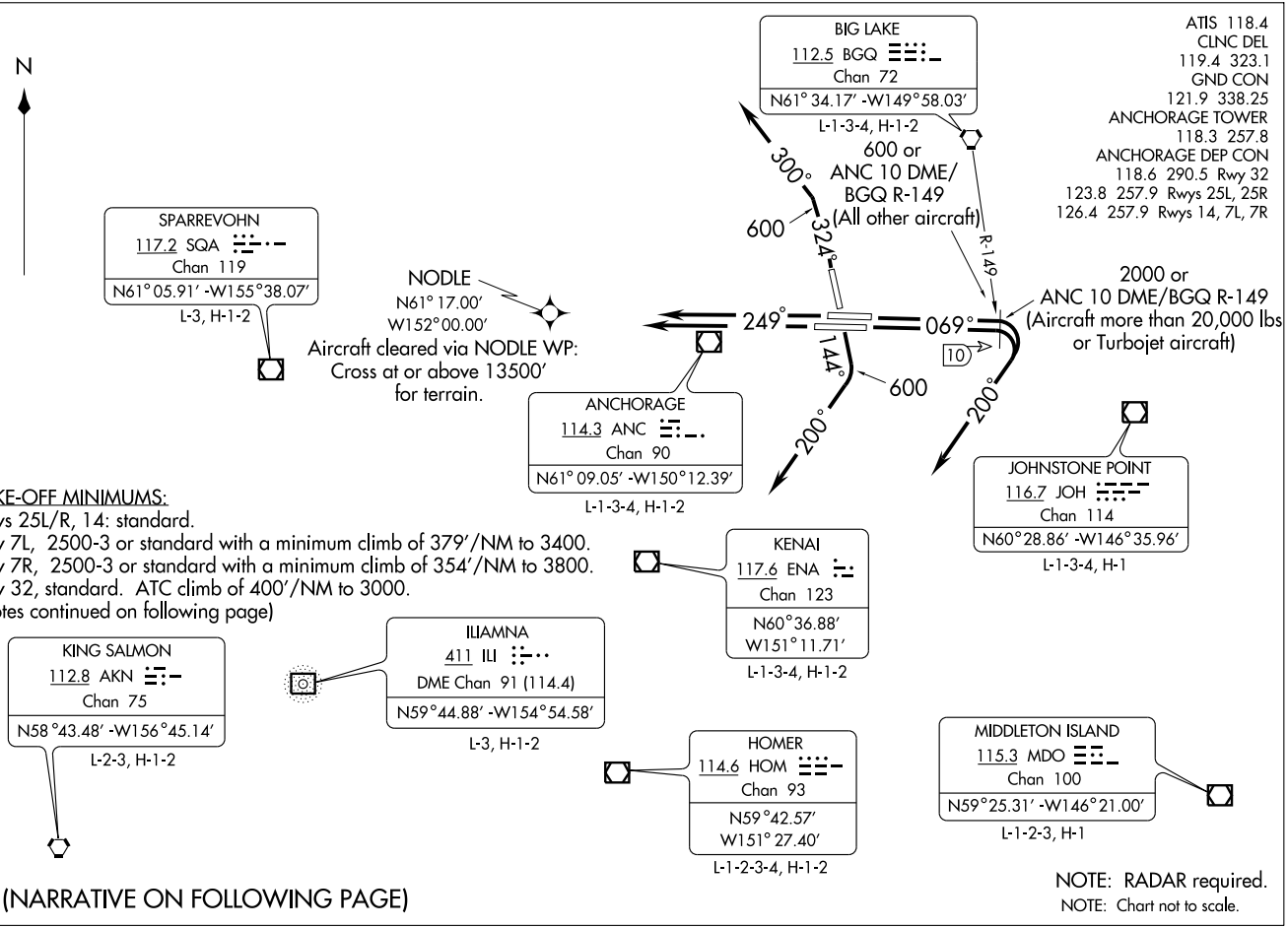
TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

AK, 08 APR 2010 to 03 JUN 2010

# ANCHORAGE FOUR DEPARTURE





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Aircraft more than 20,000 lbs or turbojet aircraft: Climb heading 069°. Upon passing 2000', reaching ANC 10 DME or crossing BGQ R-149, turn right heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. All other aircraft: Climb heading 069°. Upon passing 600', reaching ANC 10 DME, or crossing BGQ R-149, climbing right turn heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. Thence. . . .

TAKE-OFF RUNWAY 14: Climb heading 144° to 600', then climbing right turn heading 200°. Thence. . . .

TAKE-OFF RUNWAYS 25L/R: Climb heading 249°. Thence. . . .

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing left turn heading 300°. Thence. . . .

. . . . Expect Radar Vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

NOTE: Rwy 7L: Multiple trees beginning 948' from departure end of runway, 421' left of centerline, up to 64' AGL/140' MSL. Light pole 1,407' from departure end of runway, 608' left of centerline, 59' AGL/138' MSL.

NOTE: Rwy 7R: Terrain 2' from departure end of runway, 459' right of centerline, 105' MSL. Tree 1,043' from departure end of runway, 605' right of centerline, 50' AGL/149' MSL.

NOTE: Rwy 25L: Tree 1,693' from departure end of runway, 895' left of centerline, 56' AGL/234' MSL. Windsock 1,381' from departure end of runway, 404' left of centerline, 10 AGL/175' MSL.

NOTE: Rwy 14: Antenna on OL tower 2,212' from departure end of runway, 1,070' left of centerline, 103' AGL/225' MSL. Multiple trees beginning 1,749' from departure end of runway, 528' left of centerline, up to 95' AGL/220' MSL. Multiple trees and bushes beginning 1,222' from departure end of runway, 237' right of centerline, up to 75' AGL/191' MSL. Terrain 48' from departure end of runway, 155' right of centerline 125' MSL.

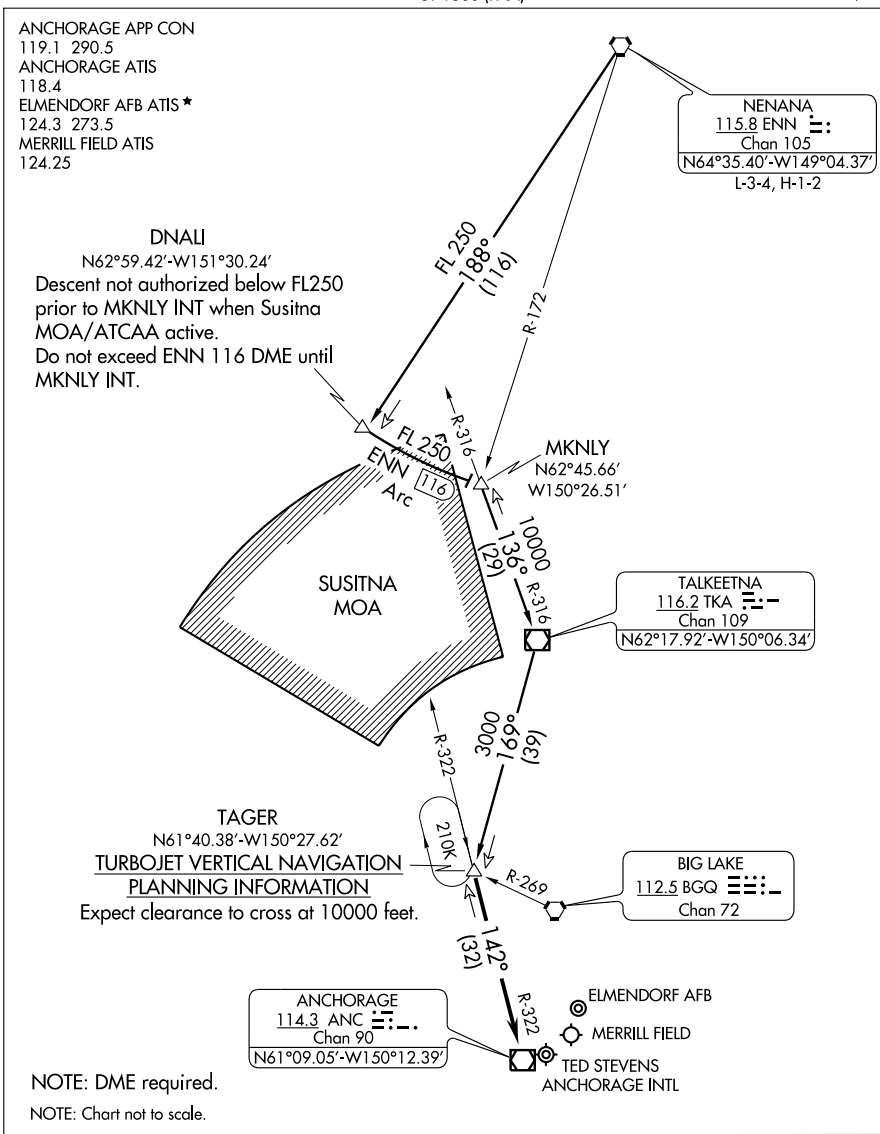
NOTE: Rwy 32: Multiple trees and bushes beginning 390' from departure end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

AK, 08 APR 2010 to 03 JUN 2010

# DENALI ONE ARRIVAL

ST-1500 (FAA)

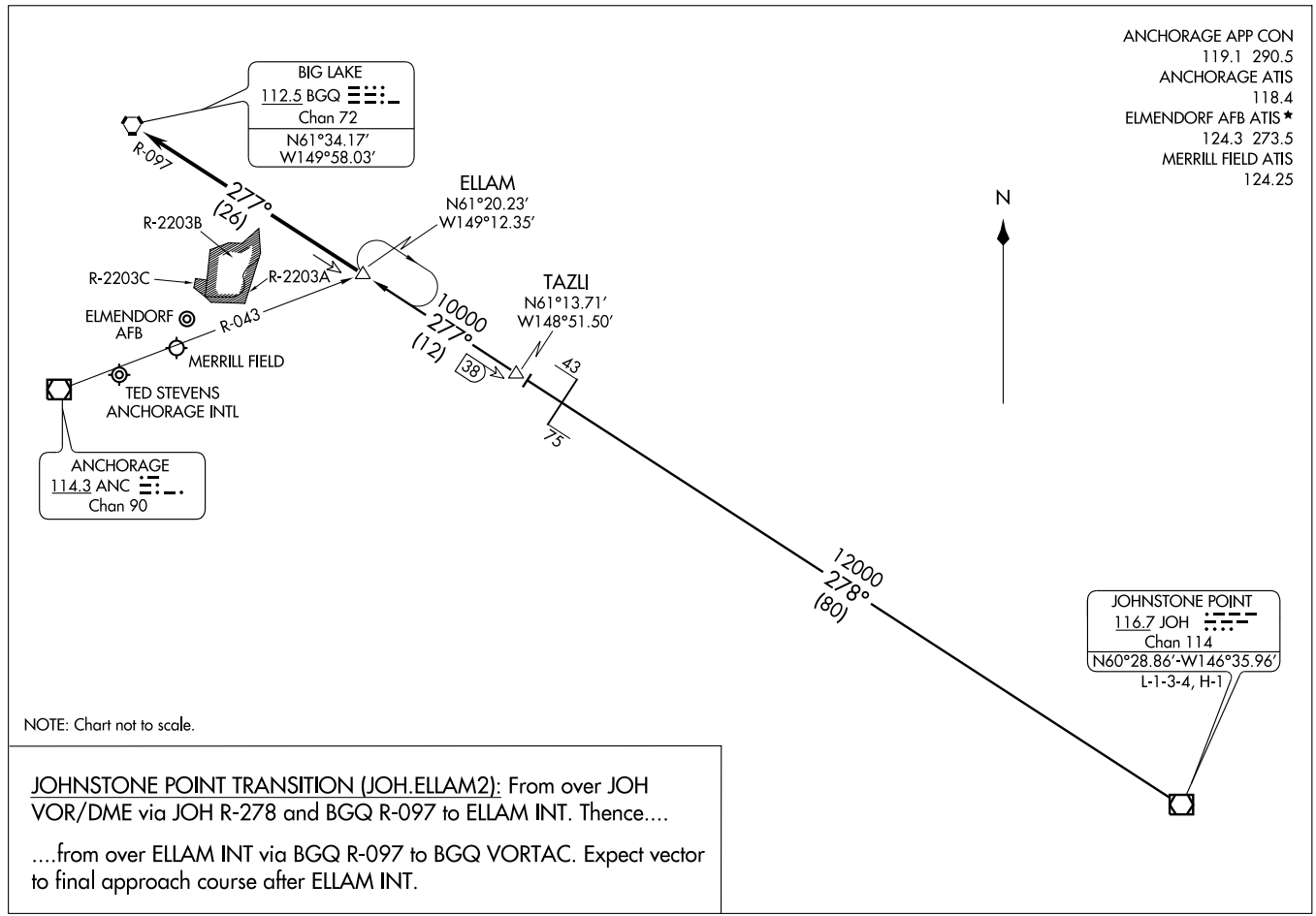
ANCHORAGE, ALASKA




NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

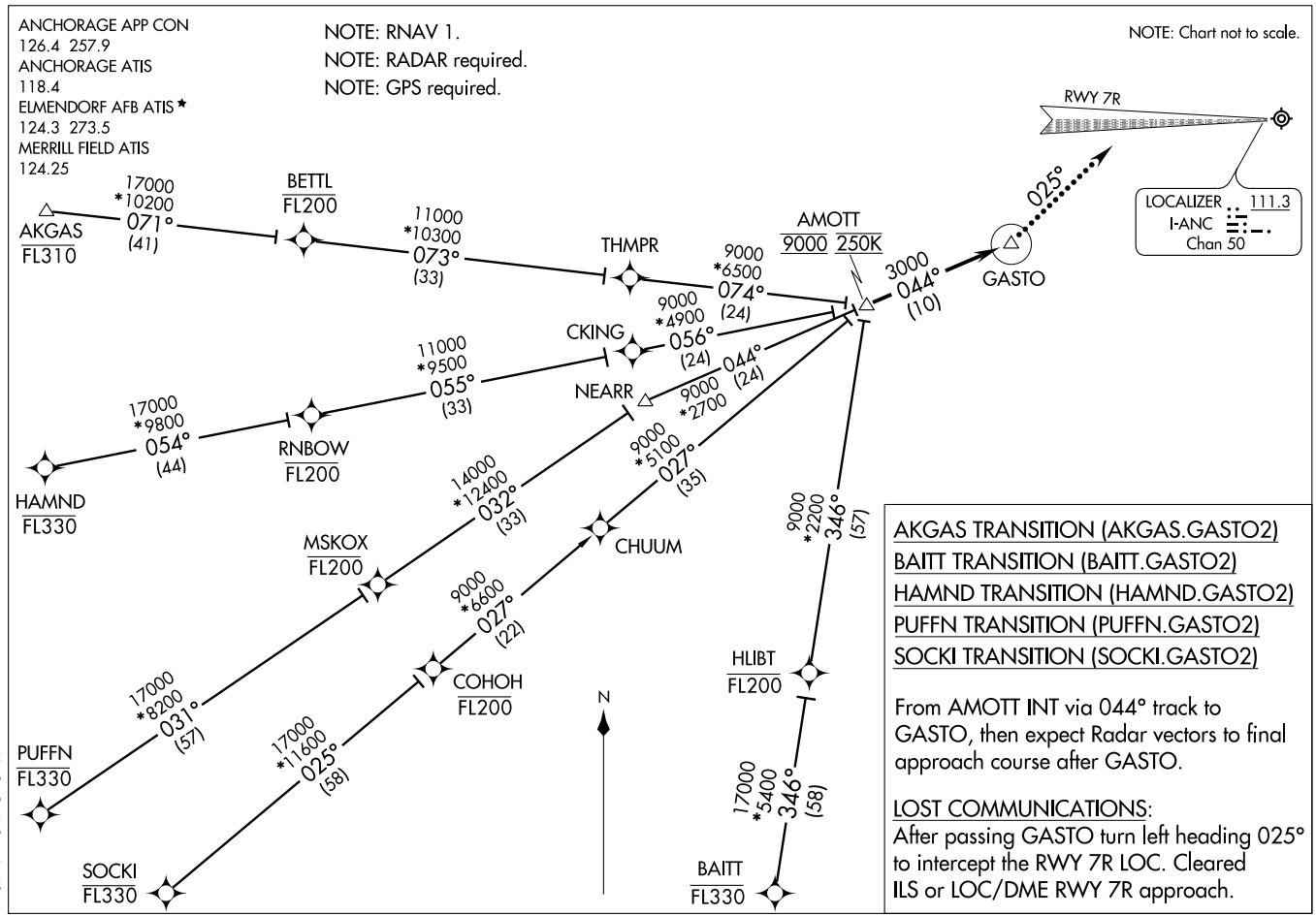
AK, 08 APR 2010 to 03 JUN 2010




NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.




# GASTO TWO ARRIVAL (RNAV)

(GASTO.GASTO2) 09127

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL

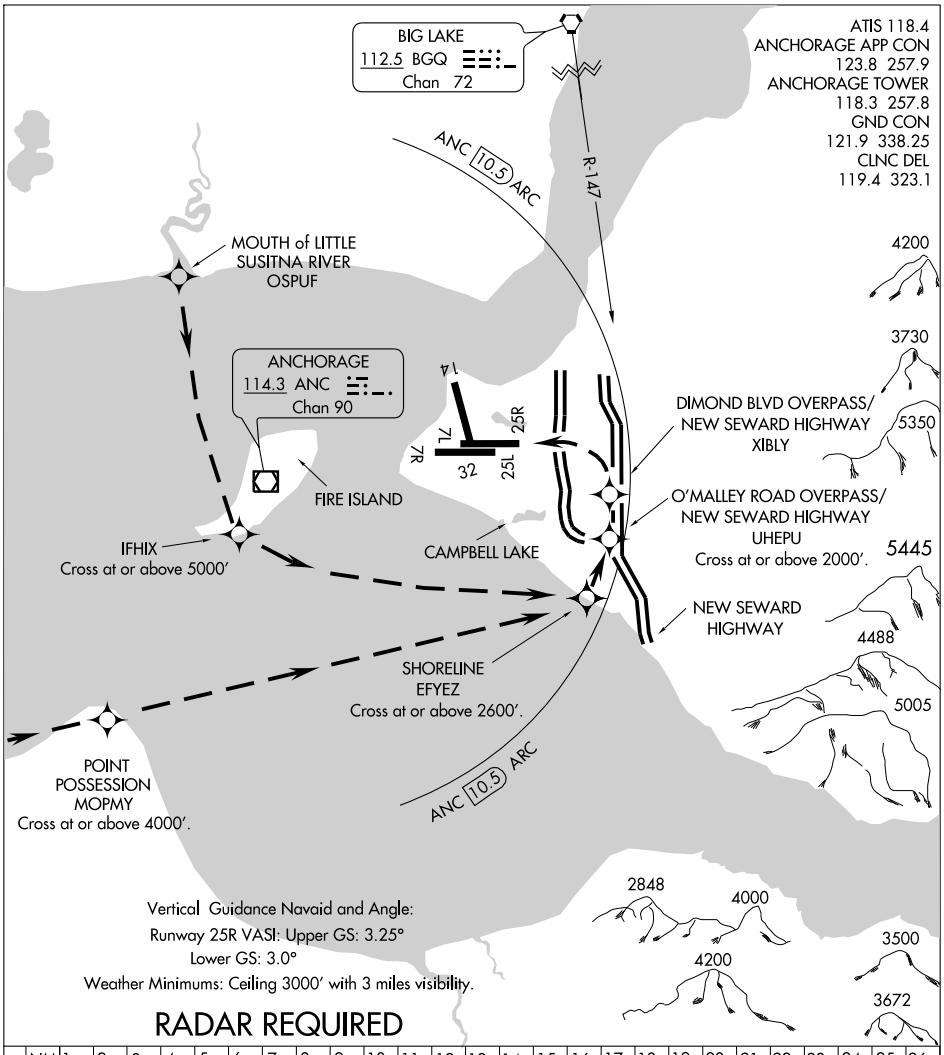
ANCHORAGE, ALASKA

AK, 08 APR 2010 to 03 JUN 2010

# HIGHWAY VISUAL RWY 25R

AL-1500 (FAA)

ANCHORAGE, ALASKA




Vertical Guidance Navaid and Angle:

Runway 25R VASI: Upper GS: 3.25°

Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

## RADAR REQUIRED

| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

## HIGHWAY VISUAL RWY 25R

## PROCEDURE NOT AUTHORIZED AT NIGHT

| LOC/DME I-TGN | APP CRS | Rwy Idg 10600 |
|---|---|---|
| 109.9 | 069° | TDZE 128 |
| Chan 36 | | Apt Elev 152 |

# ILS or LOC/DME RWY 7L

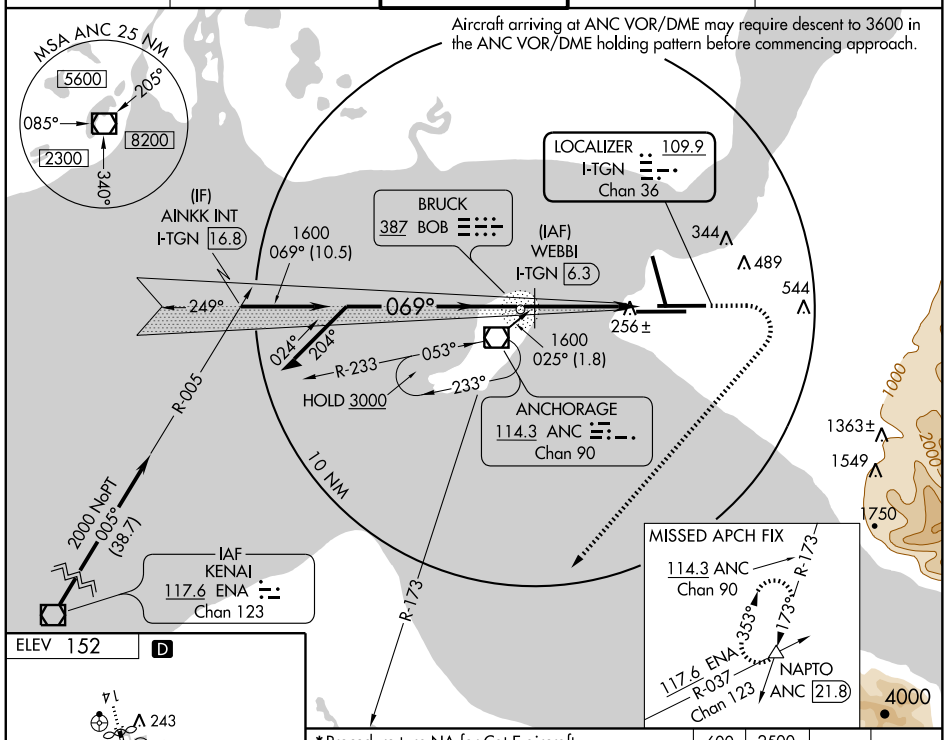
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

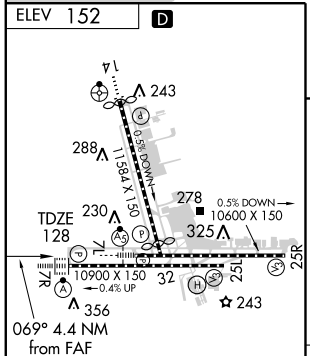
RVR predicated on Rwy 7R midfield transmissometer. For inoperative MALSR, increase S-LOC 7L Cat D visibility to RVR 5000 and Cat E to RVR 6000.

MALSR

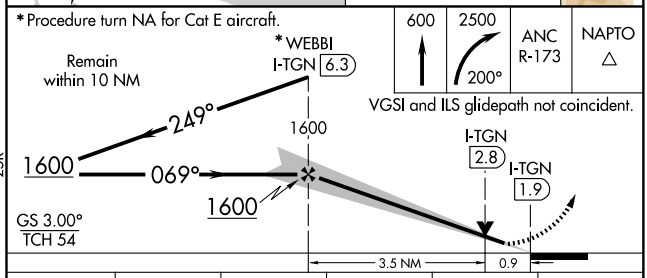
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 7L | 328/18 200 (200-½) | | | | 328/24 200 (200-½) |
| S-LOC 7L | 460/24 332 (400-½) | | | 460/40 332 (400-¾) | |
| CIRCLING | 740-1 588 (600-1) | | 740-1½ 588 (600-1½) | 800-2 648 (700-2) | 920-2¾ 768 (800-2¾) |

AK, 08 APR 2010 to 03 JUN 2010

# ILS or LOC/DME RWY 7R

ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| LOC/DME | APP CRS | Rwy 7R ldg | 10900 | Rwy 7L ldg | 10600 |
|---|---|---|---|---|---|
| I-ANC | 069° | TDZE | 130 | TDZE | 128 |
| 111.3 | | Apt Elev | 152 | Apt Elev | 152 |
| Chan 50 | | | | | |

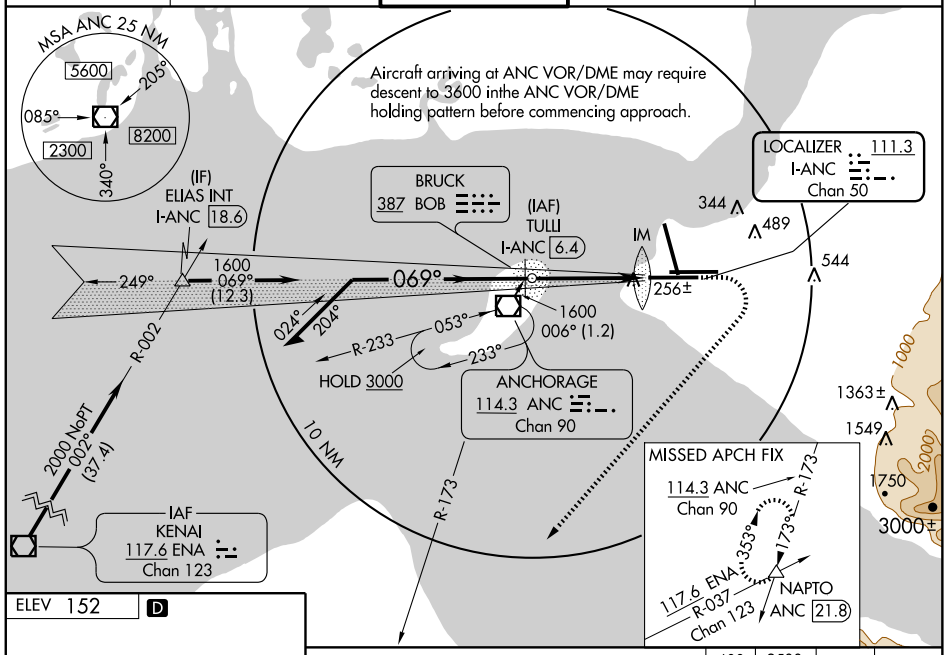
For inoperative ALSF, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Inoperative table does not apply to SIDESTEP 7L Cats A and B. SIDESTEP Rwy 7L RVR minima predicated on Rwy 7R midfield transmissometer.
Rwy 7L threshold 4653' NE of Rwy 7R threshold.

ALSF-2 Rwy 7R (A)

MALSR Rwy 7L (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

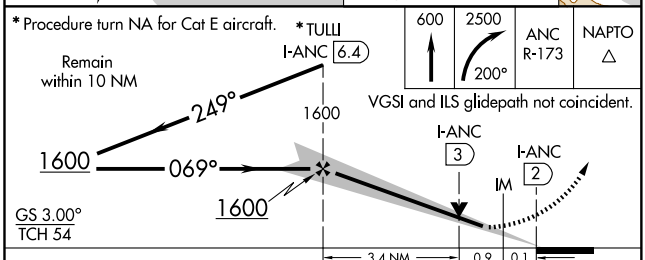
| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |







REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 7R | 330/18 200 (200-½) | | | | 330/24 200 (200-½) |
| S-LOC 7R | 500/24 370 (400-½) | | | 500/40 370 (400-¾) | |
| SIDESTEP RWY 7L | 500/50 372 (400-1) | | | 500-1½ 372 (400-1½) | |
| CIRCLING | 740-1 588 (600-1) | | 740-1½ 588 (600-1½) | 800-2 648 (700-2) | 920-2¾ 768 (800-2¾) |

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-ANC | APP CRS | Rwy Idg | 10900 |
|---|---|---|---|
| 111.3 | 069° | TDZE | 130 |
| Chan 50 | | Apt Elev | 152 |

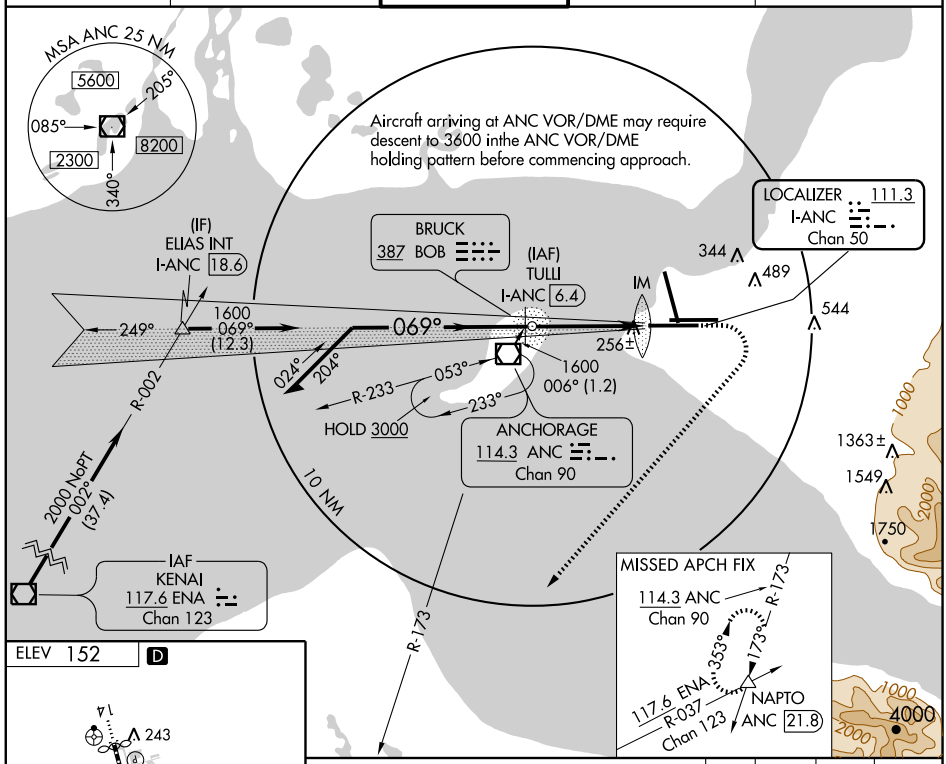
# ILS RWY 7R (CAT II)

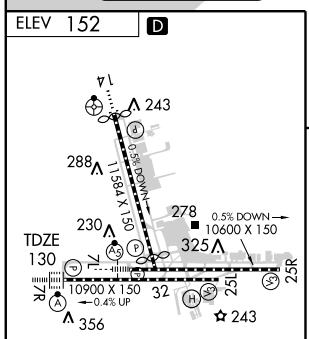
ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

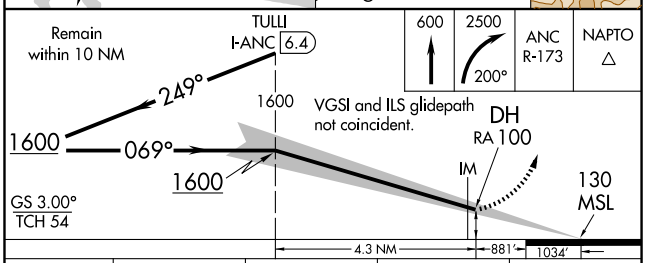
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7R | RA 100/12 100 DA 230 | | | |

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-ANC | APP CRS | Rwy Idg | 10900 |
|---|---|---|---|
| 111.3 | 069° | TDZE | 130 |
| Chan 50 | | Apt Elev | 152 |

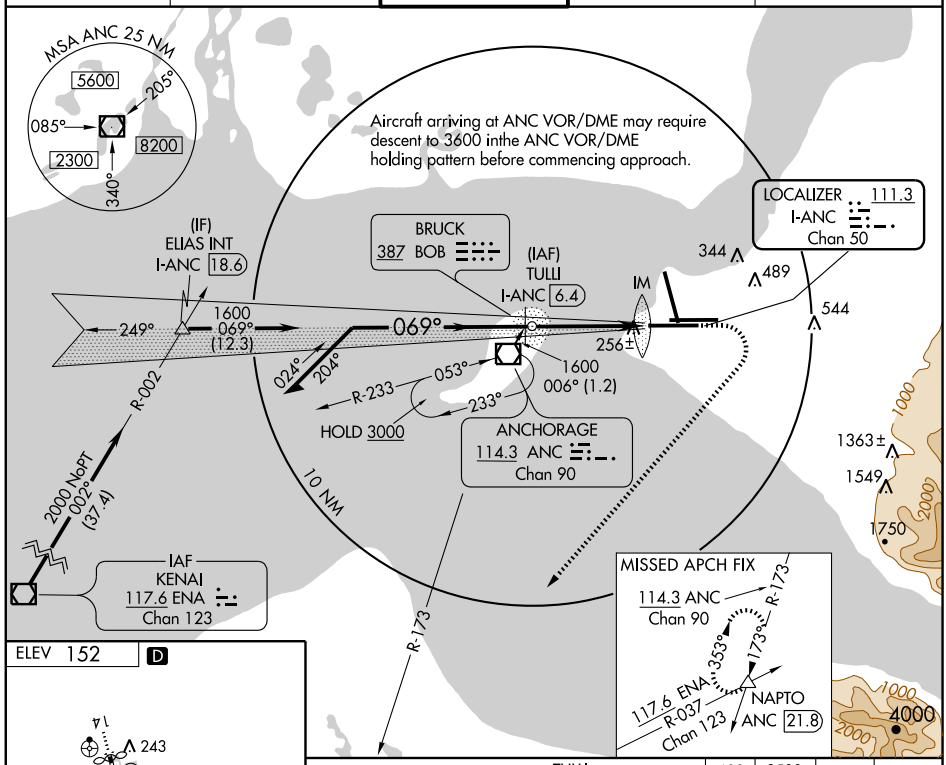
ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

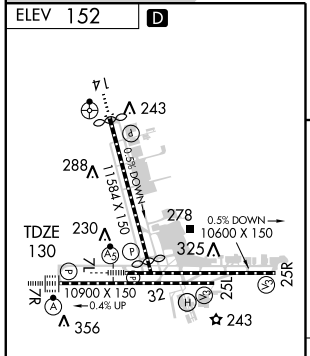
# ILS RWY 7R (CAT III)

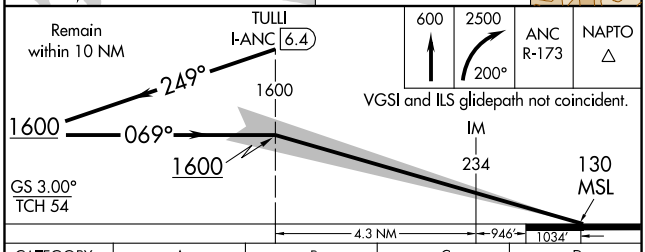
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7R | CAT IIIa RVR 07 | | | |
| S-ILS 7R | CAT IIIb RVR 06 | | | |
| S-ILS 7R | CAT IIIc NA | | | |

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-BSC | APP CRS | Rwy Idg 10492 |
|---|---|---|
| 111.75 | 144° | TDZE 151 |
| Chan 54 (Y) | | Apt Elev 152 |

# ILS RWY 14

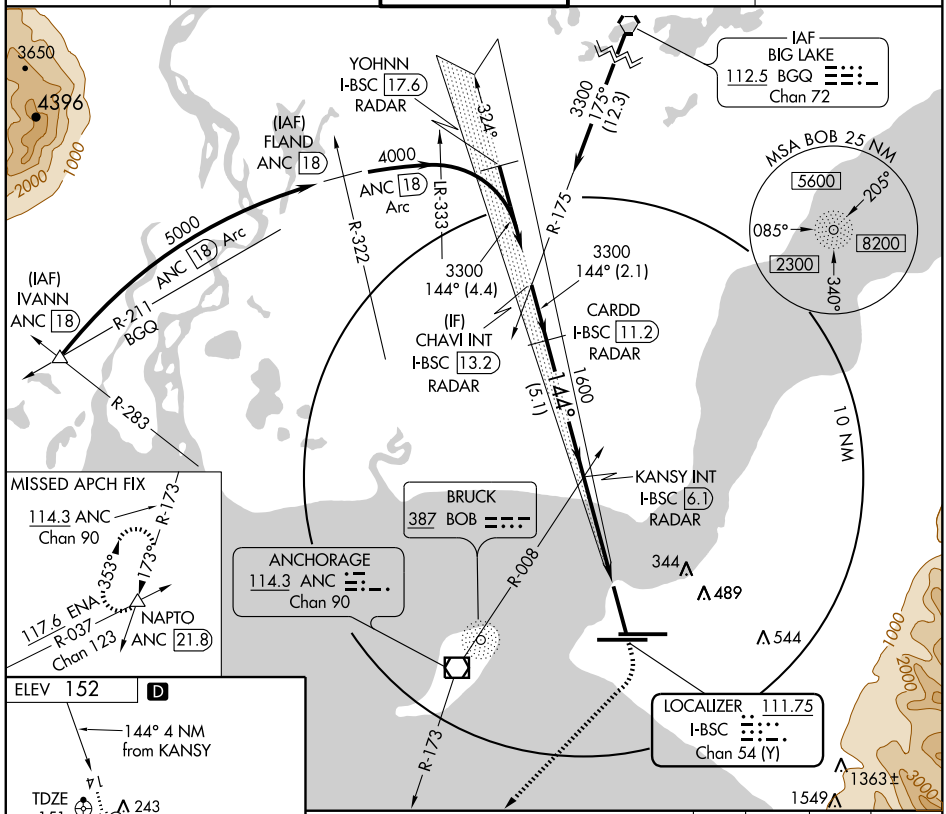
## ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

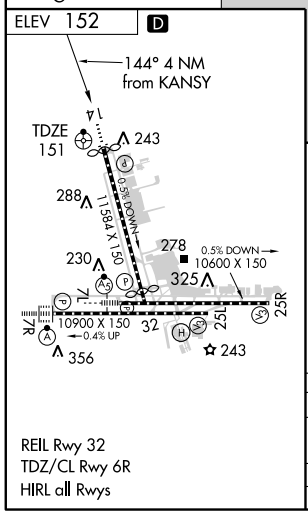
DME or RADAR required.

ODALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 via heading 200° and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




REIL Rwy 32
TDZ/CL Rwy 6R
HIRL all Rwys

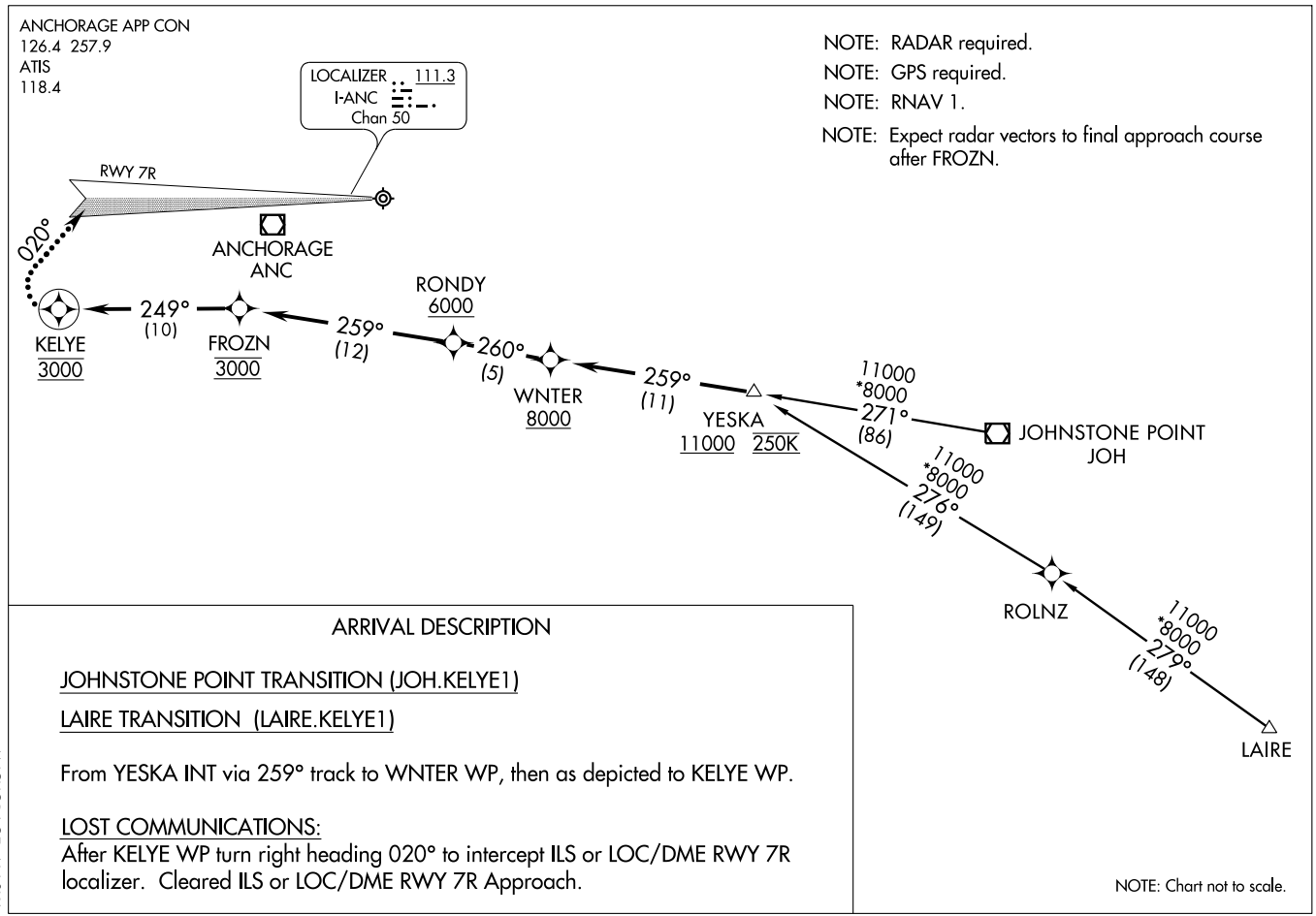
| | CHAVI INT I-BSC 13.2 RADAR | CARDD I-BSC 11.2 RADAR | Procedure Turn NA | KANSY INT I-BSC 6.1 RADAR | 800 | 2500 200° | ANC R-173 | NAPTO △ |
|---|---|---|---|---|---|---|---|---|
| | 3300 | 144° 3300 | | 1600 | ↑ | ↗ | | |
| GS 3.20° TCH 58 | | | | 1600 | | | | |

VGSI and ILS glidepath not coincident.

2.1 NM 5.1 NM 4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 351/40 200 (200-¾) | | | |
| S-LOC 14 | NA | | | |
| CIRCLING | NA | | | |

AK. 08 APR 2010 to 03 JUN 2010




## ARRIVAL DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.KELYE1)

LAIRE TRANSITION (LAIRE.KELYE1)

From YESKA INT via 259° track to WNTER WP, then as depicted to KELYE WP.

LOST COMMUNICATIONS:
After KELYE WP turn right heading 020° to intercept ILS or LOC/DME RWY 7R localizer. Cleared ILS or LOC/DME RWY 7R Approach.

NOTE: Chart not to scale.

# KELYE ONE ARRIVAL (RNAV) (YESKA.KELYE1) 09127

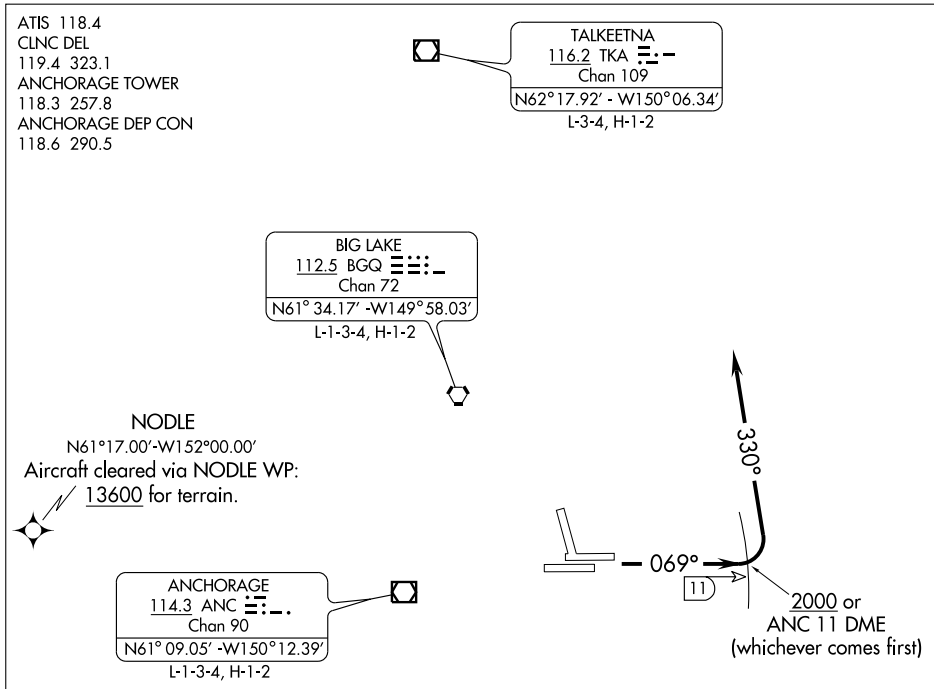
ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

# KNIK SEVEN DEPARTURE



ATIS 118.4
CLNC DEL
119.4 323.1
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5




TAKE-OFF MINIMUMS

Rwys 14, 25L/R, 32, NA: ATC.

Rwy 7L: 3300-1 or standard with minimum climb of 320' per NM to 3400'.
Minimum ATC climb of 560' per NM to 2000'.

Rwy 7R: 2800-1 or standard with minimum climb of 290' per NM to 2900'.
Minimum ATC climb of 460' per NM to 2000'.

TAKE-OFF OBSTACLE NOTES

Rwy 7L: Multiple trees and light poles beginning 948' from DER, 421' left of centerline, up to 172' AGL/272' MSL.

Rwy 7R: Ground 2' from DER, 459' right of centerline, 105' MSL.
Trees 1043' from DER, 605' right of centerline, up to 50' AGL/149' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

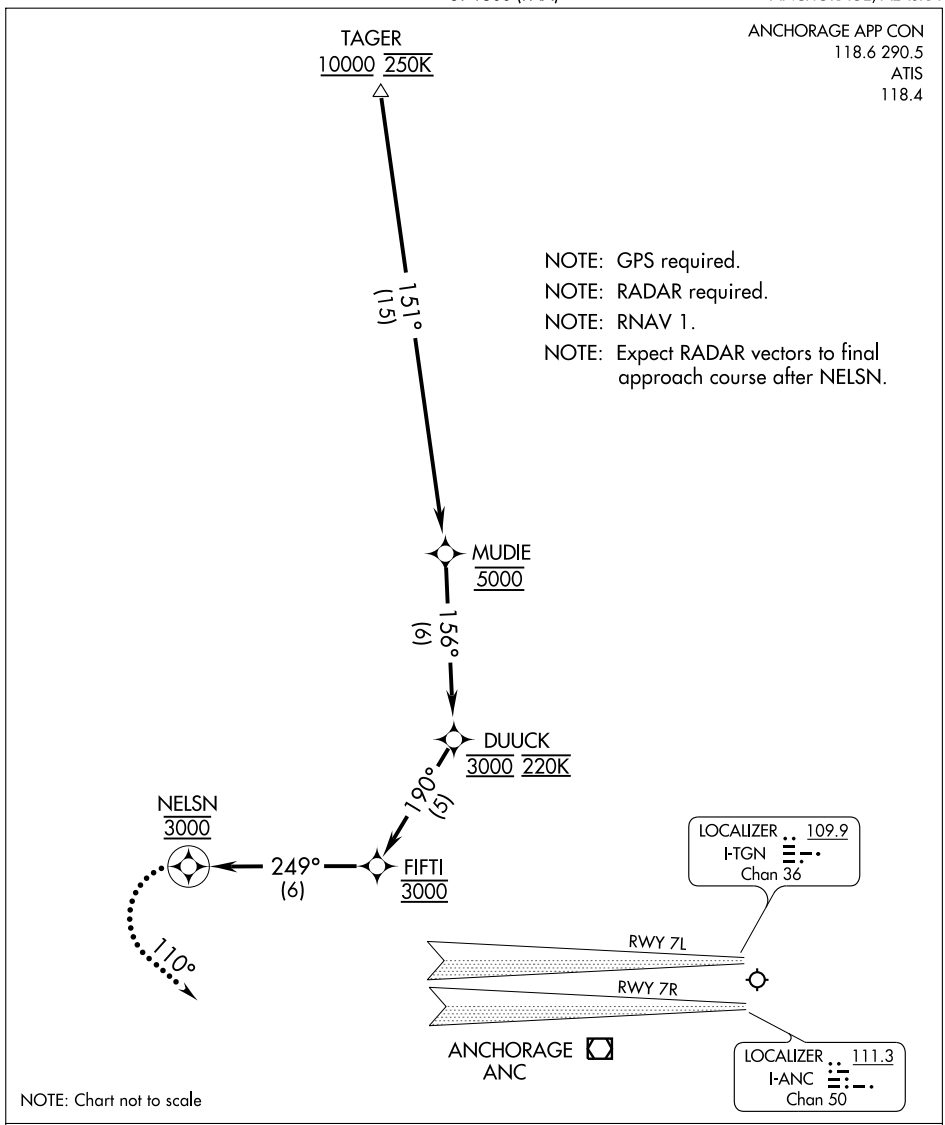
TAKE-OFF RUNWAYS 7L/R: Climb heading 069° to 2000' or ANC 11 DME, whichever comes first, then climbing left turn heading 330° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude ten (10) minutes after departure.

All aircraft, climb as rapidly as practical through 3000', if unable to reach 2000' by ANC 11 DME advise ATC prior to departure.

# MUDIE ONE ARRIVAL (RNAV)

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA




## ARRIVAL DESCRIPTION

From TAGER INT via 151° track to MUDIE, then via 156° track to DUUCK, then via 190° track to FIFTI, then via 249° track to NELSN, expect radar vector to ILS or LOC/DME Rwy 7L/7R final approach course.

LOST COMMUNICATIONS: After NELSN turn left via heading 110° to intercept ILS or LOC/DME Rwy 7R localizer. Cleared ILS or LOC DME Rwy 7R approach.

| WAAS CH 86215 W07B | APP CRS 069° | Rwy Idg 10600 TDZE 128 Apt Elev 152 |
|---|---|---|

# RNAV (GPS) RWY 7L

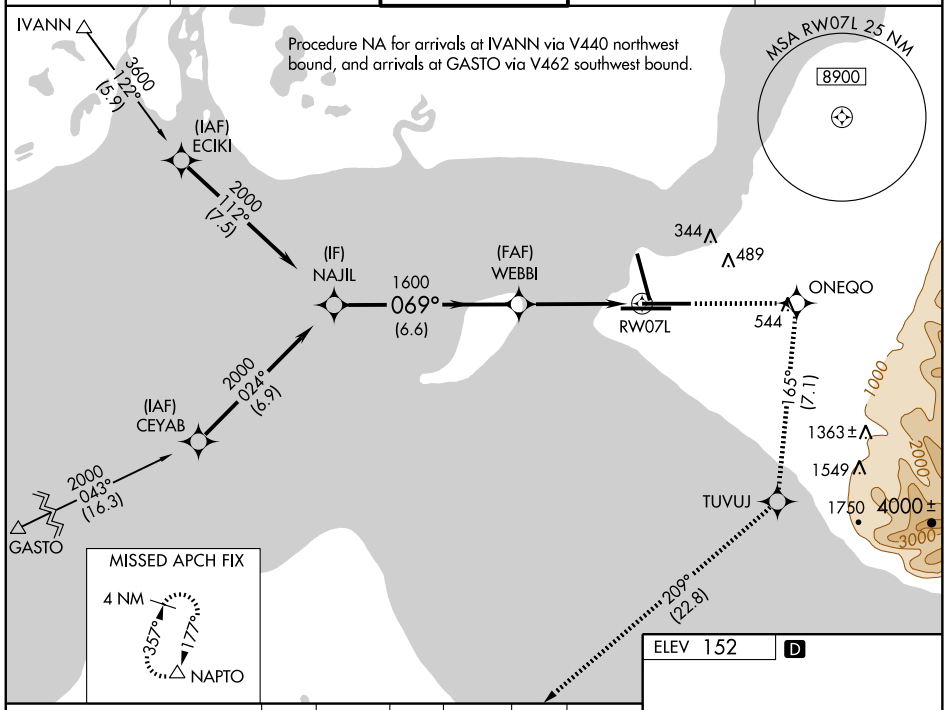
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

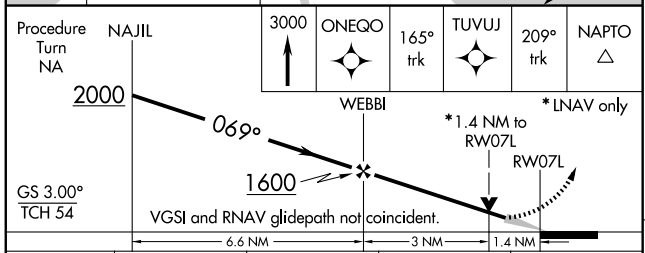
Baro-VNAV NA below -25°C (-13°F). DME/DME RNP- 0.3 NA.
RVR predictated on Rwy 7R midfield transmissometer.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALSR increase LPV all Cats visibility to RVR 5000.

MALSR

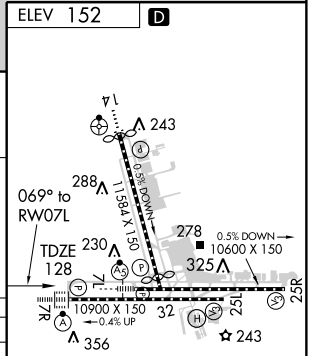
MISSED APPROACH: Climb to 3000 direct ONEQO and via 165° track to TUVUJ, and via 209° track to NAPTO and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 390/24 262 (300-½) | | | |
| LNAV/VNAV DA | 740-2¼ 612 (600-2¼) | | | |
| LNAV MDA | 620/24 492 (500-½) | | 620/40 492 (500-¾) | 620/50 492 (500-1) |
| CIRCLING | 740-2¼ 588 (600-2¼) | | | 800-2¼ 648 (700-2¼) |




REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 08 APR 2010 to 03 JUN 2010

ANCHORAGE, ALASKA

AL-1500 (FAA)

| WAAS CH 81815 W07A | APP CRS 069° | Rwy Idg 10900<br>TDZE 130<br>Apt Elev 152 |
|---|---|---|

# RNAV (GPS) RWY 7R

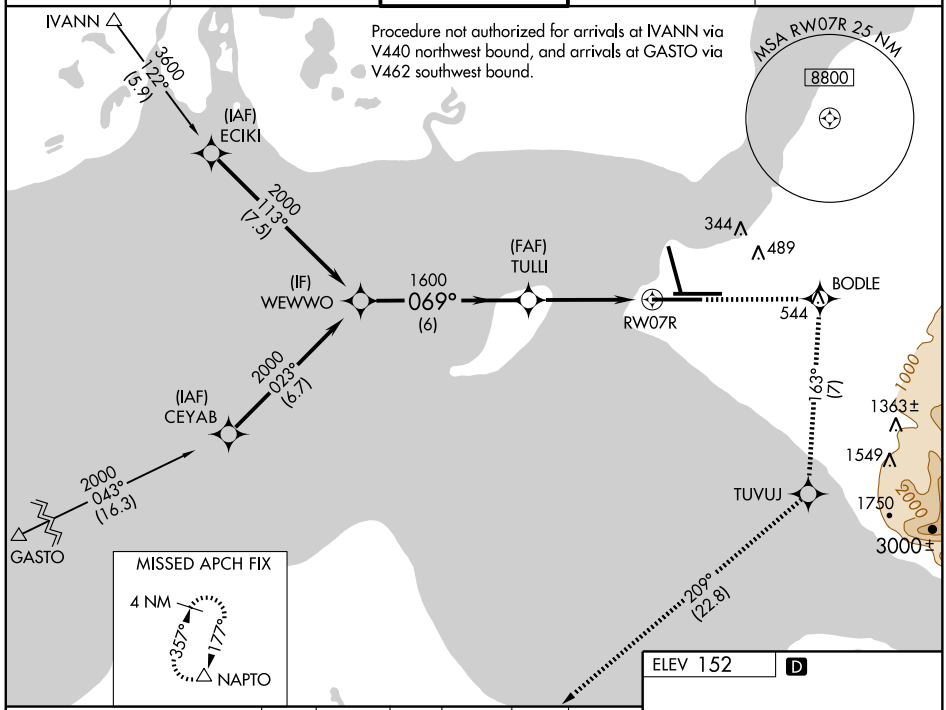
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

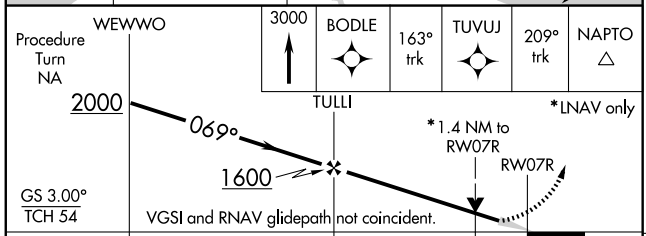
Baro-VNAV NA below -25°C (-13°F).
DME/DME RNP- 0.3 NA.
For inoperative ALSF increase LPV all Cats visibility to RVR 4000.

ALSF-2

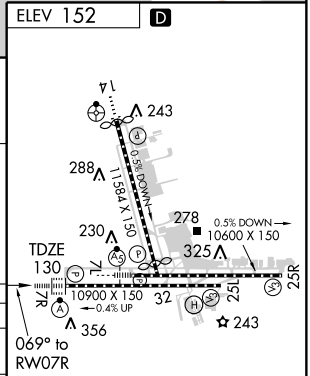
MISSED APPROACH: Climb to 3000 direct BODLE and via 163° track to TUVUJ and via 209° track to NAPTO and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 380/24 | 250 (300-½) | | |
| LNAV/VNAV DA | 660/60 | 530 (600-1¼) | | |
| LNAV MDA | 640/24 | 510 (500-½) | 640/50 | 510 (500-1) |
| CIRCLING | 740-1¾ | 588 (600-1¾) | 800-2 | 648 (700-2) |




REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 10492 |
|---|---|---|---|
| CH 90115 | 144° | TDZE | 151 |
| W14A | | Apt Elev | 152 |

# RNAV (GPS) RWY 14

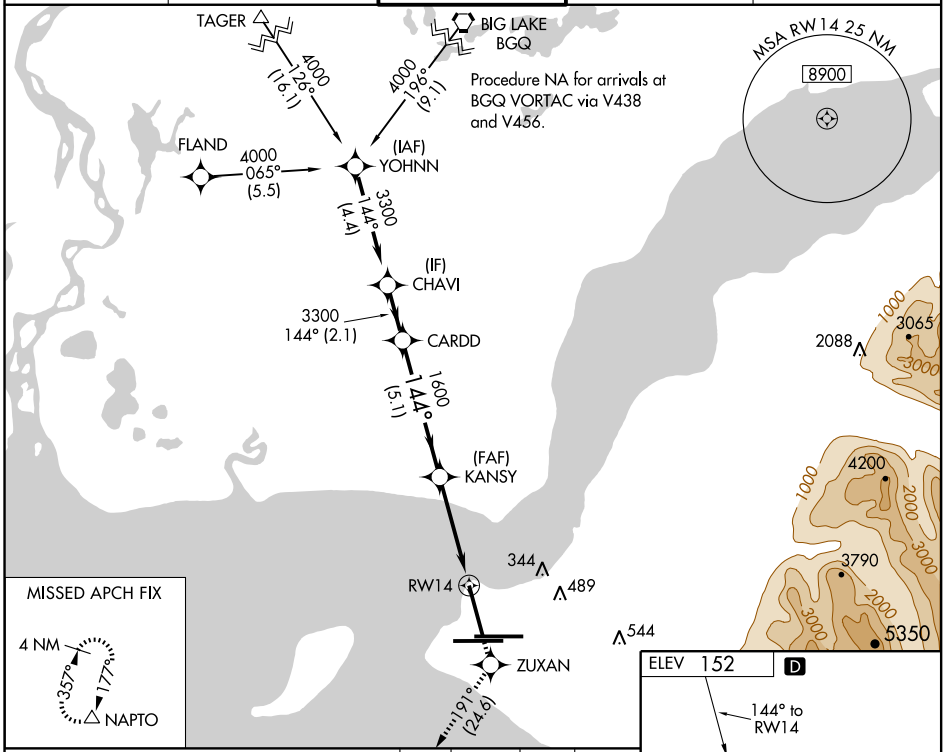
## ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

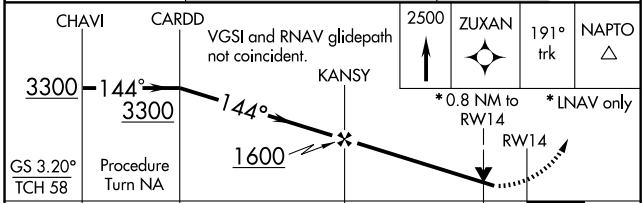
DME/DME RNP- 0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).

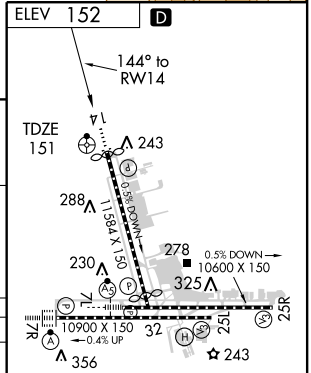
ODALS

MISSED APPROACH: Climb to 2500 direct ZUXAN and via 191° track to NAPTO and hold.

| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 410/40 259 (300-¾) | | 410/50 259 (300-1) | NA |
| LNAV/VNAV DA | 500/50 349 (400-1) | | | 500/60 349 (400-1¼) |
| LNAV MDA | 500/50 349 (400-1) | | | 500/60 349 (400-1¼) |
| CIRCLING | 740-1 588 (600-1) | | 740-1½ 588 (600-1½) | 800-2 648 (700-2) |

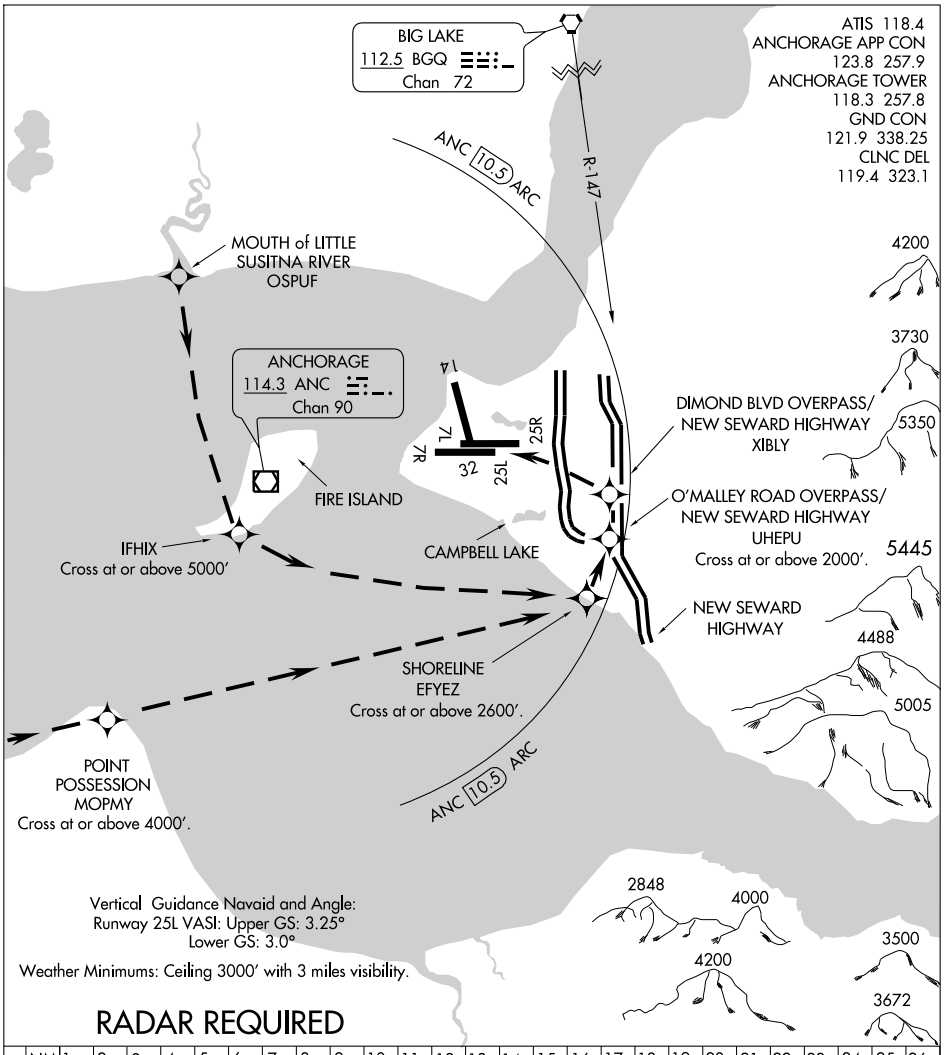
REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 08 APR 2010 to 03 JUN 2010

# SEWARD VISUAL RWY 25L

AL-1500 (FAA)

ANCHORAGE, ALASKA




Vertical Guidance Navaid and Angle:
Runway 25L VASI: Upper GS: 3.25°
Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

## RADAR REQUIRED

| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

SEWARD VISUAL RWY 25L

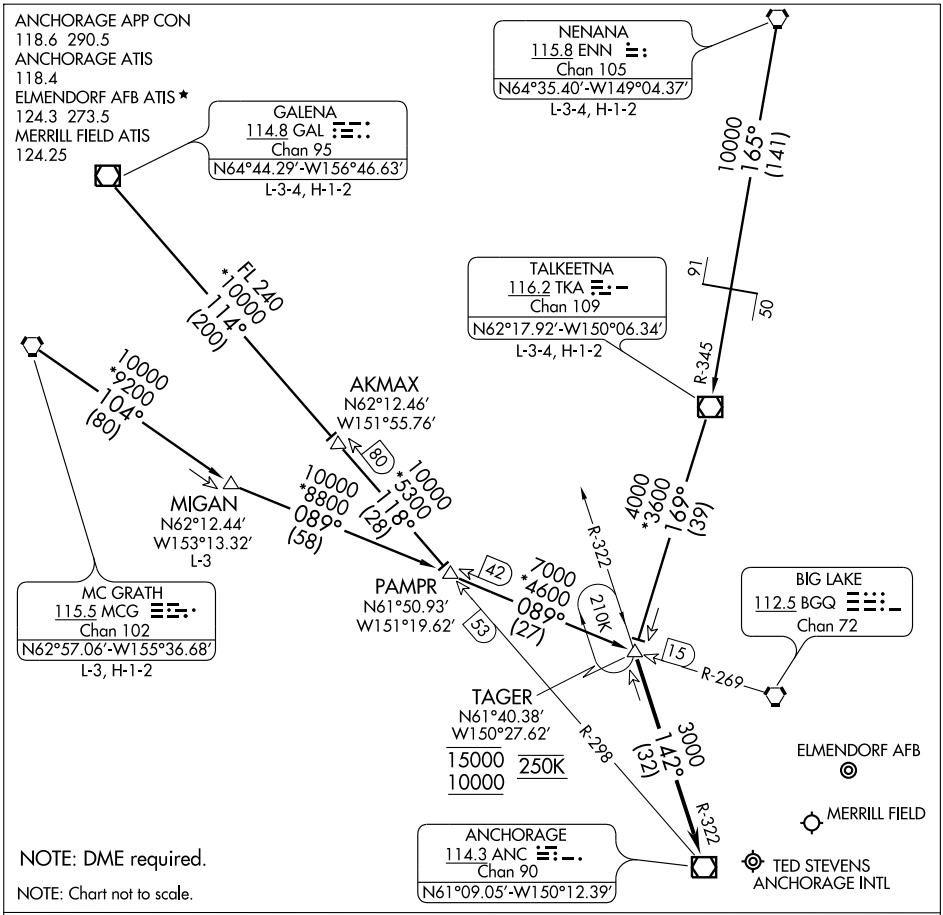
PROCEDURE NOT AUTHORIZED AT NIGHT

(TAGER.TAGER5) 09127

# TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA




NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

AK, 08 APR 2010 to 03 JUN 2010

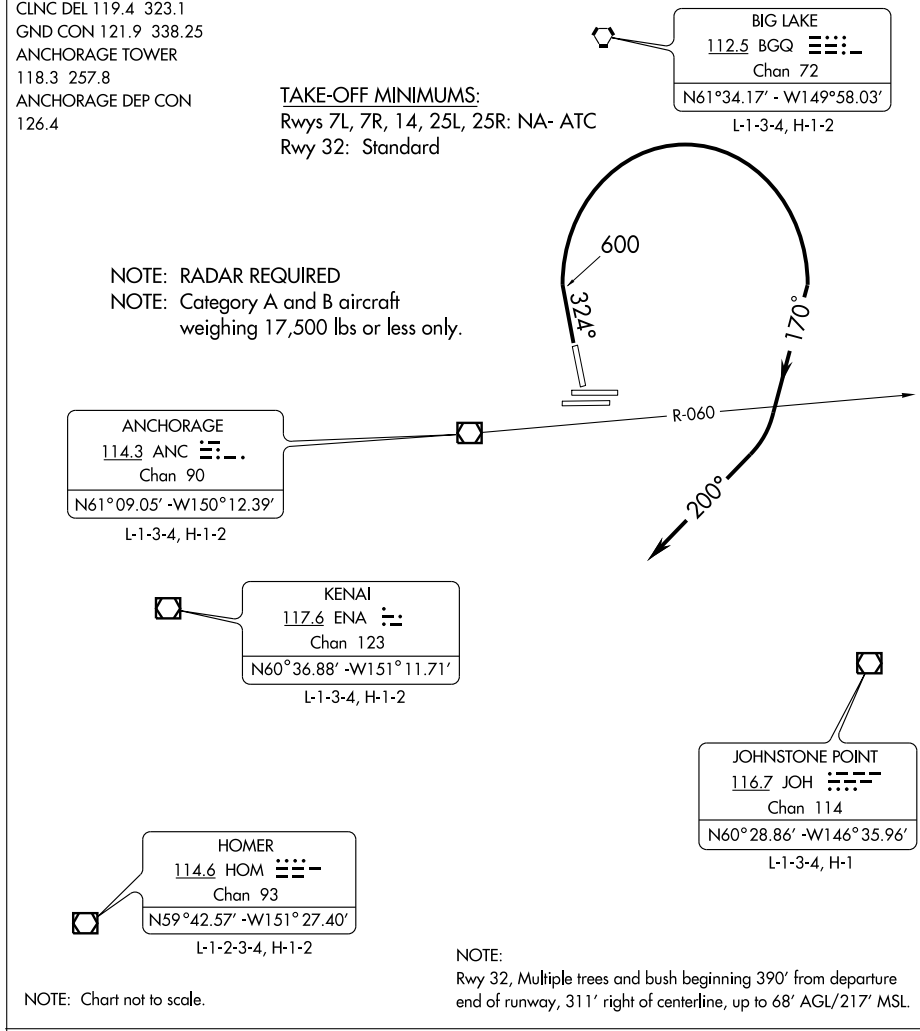
# TURNAGAIN THREE DEPARTURE SL-1500 (FAA)



ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
126.4

TAKE-OFF MINIMUMS:
Rwys 7L, 7R, 14, 25L, 25R: NA- ATC
Rwy 32: Standard

NOTE: RADAR REQUIRED
NOTE: Category A and B aircraft weighing 17,500 lbs or less only.




NOTE: Chart not to scale.

NOTE:
Rwy 32, Multiple trees and bush beginning 390′ from departure end of runway, 311′ right of centerline, up to 68′ AGL/217′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 600′, then climbing right turn to 2000 via heading 170°. After crossing ANC VOR/DME R-060, climb to FL200 or assigned altitude via heading 200°. Expect radar vectors to assigned route. Expect further clearance to filed altitiude within 10 minutes after departure.

AK, 08 APR 2010 to 03 JUN 2010

| VOR/DME ANC | APP CRS | Rwy Idg | 10900 |
|---|---|---|---|
| 114.3 | 053° | TDZE | 130 |
| Chan 90 | | Apt Elev | 152 |

# VOR RWY 7R

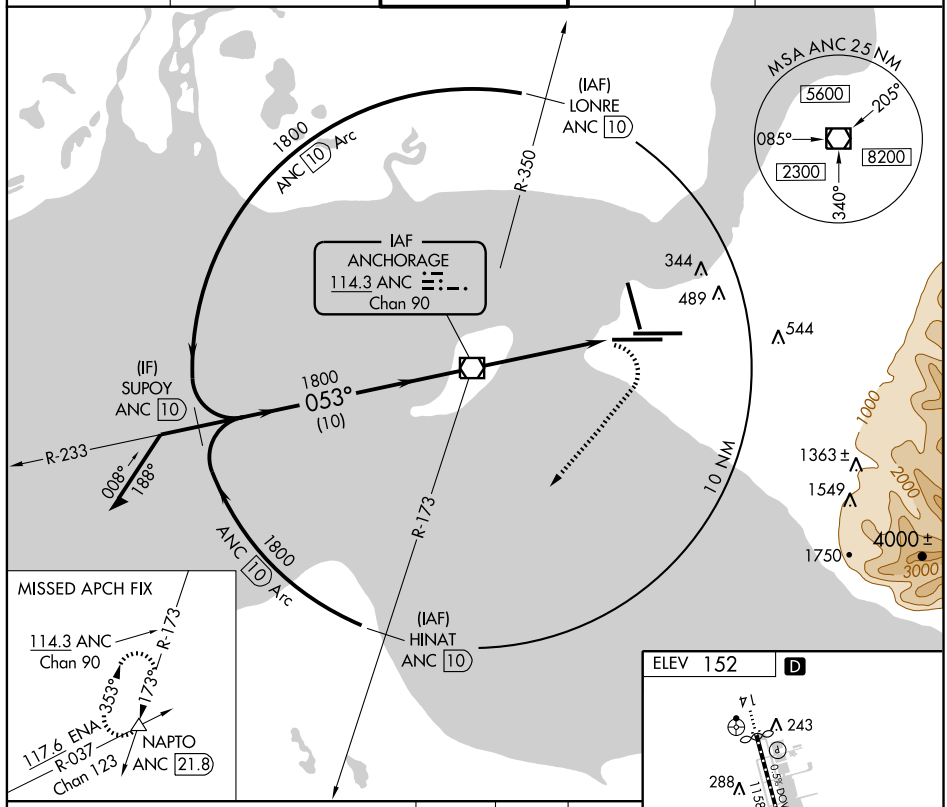
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

For inoperative ALSF, increase S-7R Cat E visibility to 2.

ALSF-2

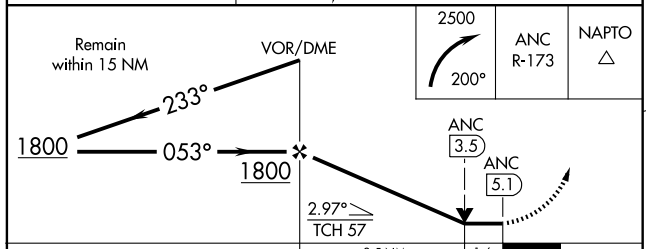
MISSED APPROACH: Climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

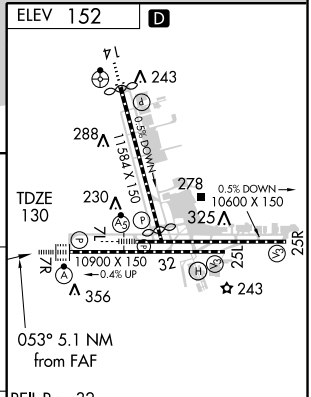
| ATIS | ANCHORAGE APP CON | ANCHORAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.4 | 118.6 290.5 | 118.3 257.8 | 121.9 338.25 | 119.4 323.1 |










REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-7R | 700/24 | 570 (600-½) | 700/50 570 (600-1) | 700/60 570 (600-1¼) | 700-1½ 570 (600-1½) |
| CIRCLING | 740-1 | 588 (600-1) | 740-1½ 588 (600-1½) | 800-2 648 (700-2) | 920-2¾ 768 (800-2¾) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

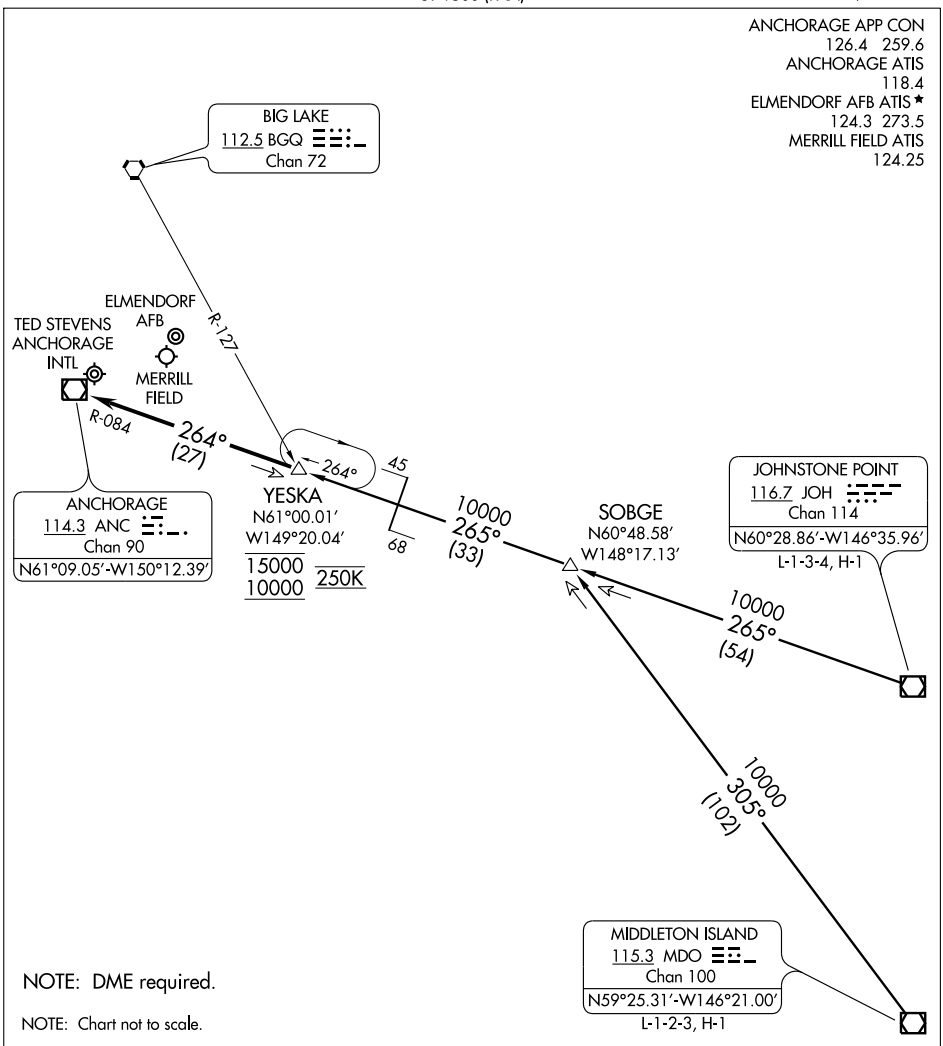
AK, 08 APR 2010 to 03 JUN 2010

(YESKA.YESKA3) 09127

# YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

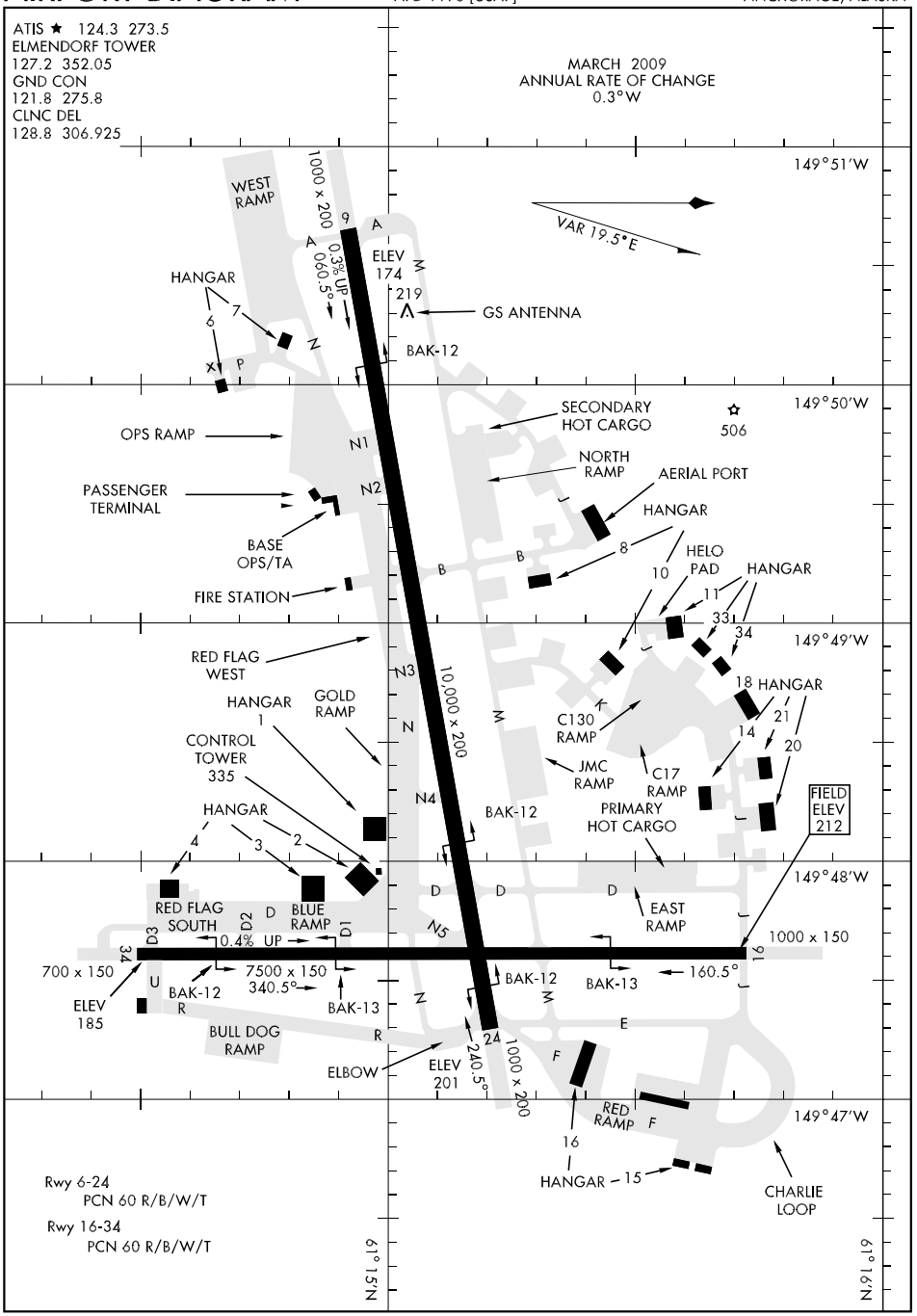



JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 08 APR 2010 to 03 JUN 2010

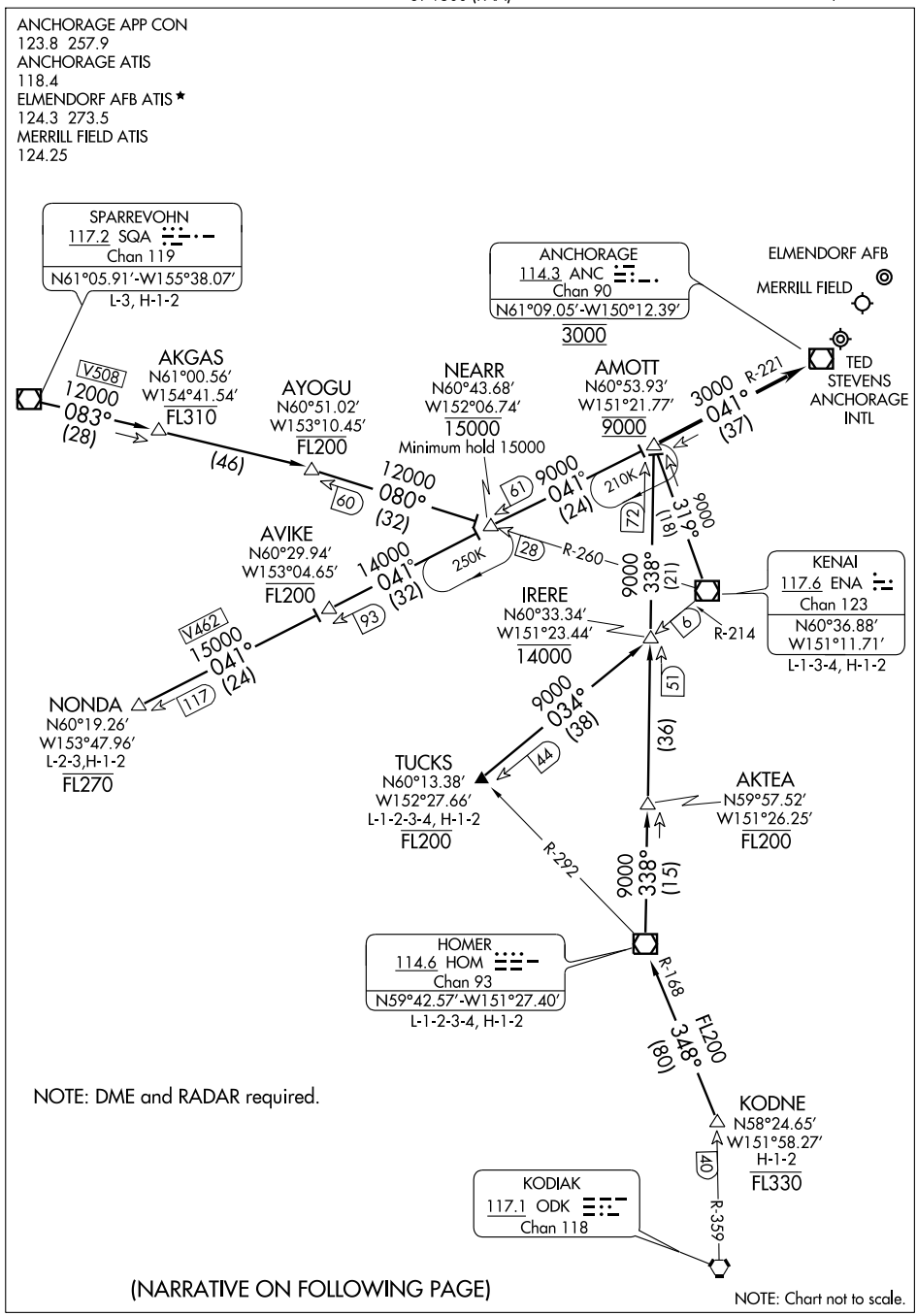



AK, 08 APR 2010 to 03 JUN 2010

# AMOTT SIX ARRIVAL



ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25




NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

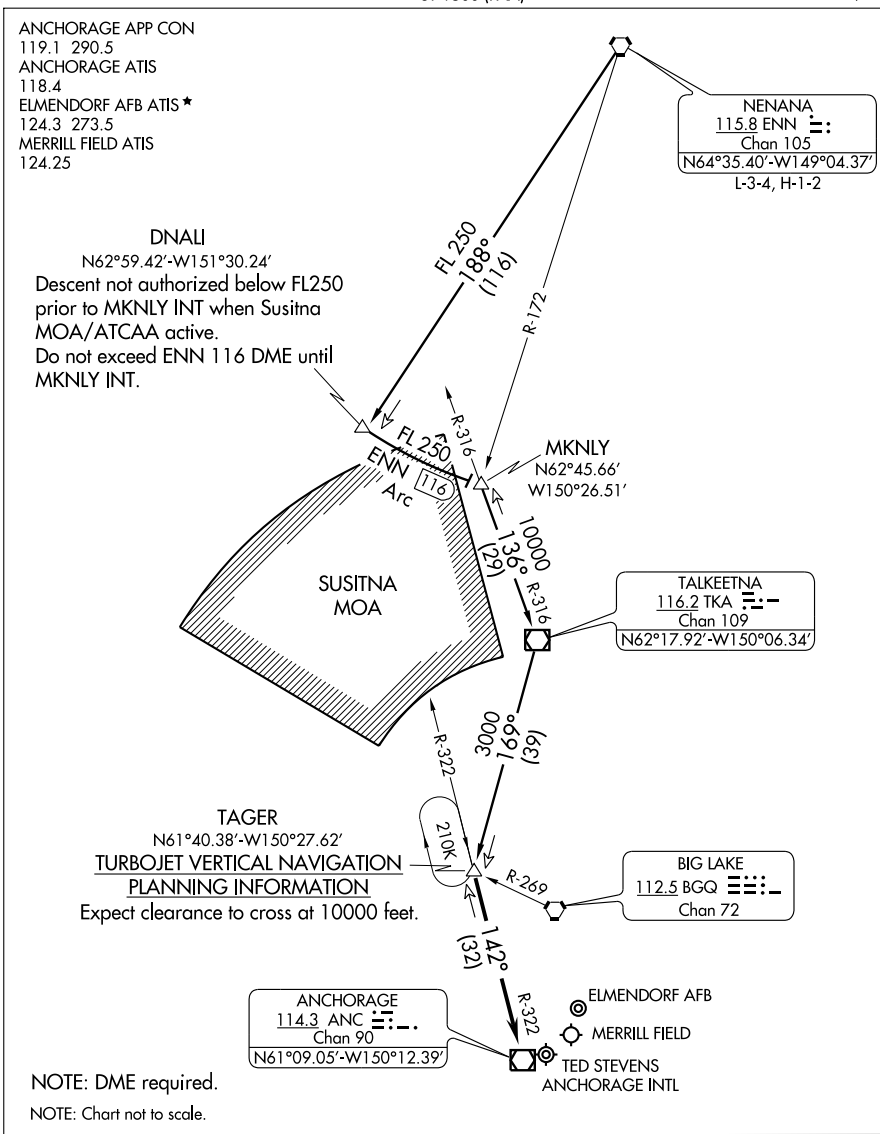
....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

AK, 08 APR 2010 to 03 JUN 2010

# DENALI ONE ARRIVAL

ST-1500 (FAA)

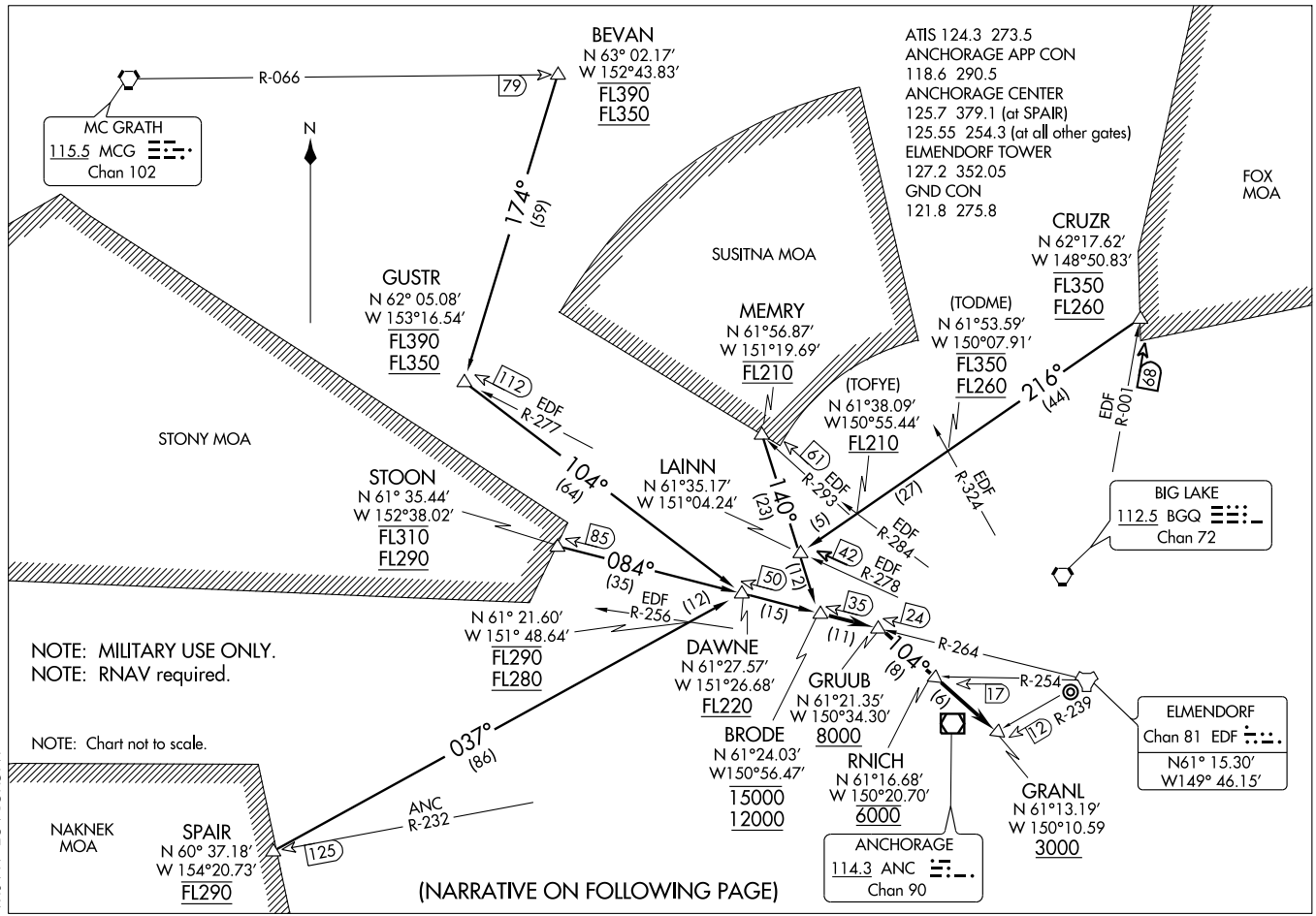
ANCHORAGE, ALASKA




NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

AK, 08 APR 2010 to 03 JUN 2010




AK, 08 APR 2010 to 03 JUN 2010

ARRIVAL DESCRIPTION

BEVAN TRANSITION (BEVAN.DESKA4): From over BEVAN via heading 174° to GUSTR, then via heading 104° to DAWNE. Then via EDF R-264 to BRODE. Thence. . . .

CRUZR TRANSITION (CRUZR.DESKA4): From over CRUZR via heading 216° to LAINN and heading 140° to BRODE. Thence ....

MEMRY TRANSITION (MEMRY.DESKA4): From over MEMRY via heading 140° to BRODE, then via R-264 to GRUUB. Thence ....

SPAIR TRANSITION (SPAIR.DESKA4): From over SPAIR via heading 037° to DAWNE and via EDF R-264 to BRODE. Thence ....

STOON TRANSITION (STOON.DESKA4): From over STOON via EDF R-264 to BRODE. Thence ....

.... From over BRODE via EDF R-264 to GRUUB then via heading 104° to RNICH then via heading 104° to GRANL. Expect IFR or VFR recovery clearance at GRUUB.

LOST COMMUNICATIONS: From over BRODE ....

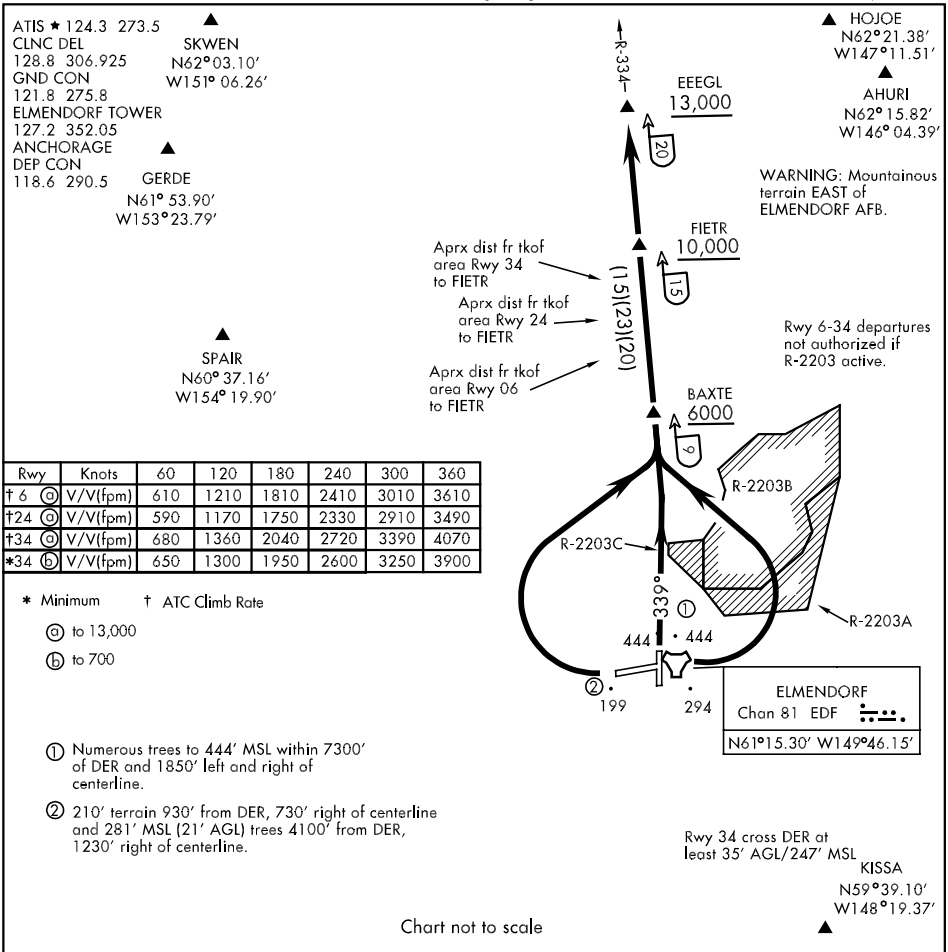
.... If practicable, proceed to EDF VFR via EDF R-264 to EDF 10 DME, then direct Pt. No-Name Visual Check Point. Then proceed to RWY 6 or one mile initial to Rwy 24. Rock wings on initial.

.... If IMC, proceed via EDF R-264 to GRUUB, then via heading 104° to GRANL, then execute ILS Y or TACAN RWY 6 approach to full stop.

# EEEGL TWO DEPARTURE

SHL-1196 [USAF]

ANCHORAGE, ALASKA




| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| † 6 ⓐ | V/V(fpm) | 610 | 1210 | 1810 | 2410 | 3010 | 3610 |
| †24 ⓐ | V/V(fpm) | 590 | 1170 | 1750 | 2330 | 2910 | 3490 |
| †34 ⓐ | V/V(fpm) | 680 | 1360 | 2040 | 2720 | 3390 | 4070 |
| *34 ⓑ | V/V(fpm) | 650 | 1300 | 1950 | 2600 | 3250 | 3900 |

* Minimum † ATC Climb Rate

ⓐ to 13,000

ⓑ to 700

① Numerous trees to 444′ MSL within 7300′ of DER and 1850′ left and right of centerline.

② 210′ terrain 930′ from DER, 730′ right of centerline and 281′ MSL (21′ AGL) trees 4100′ from DER, 1230′ right of centerline.

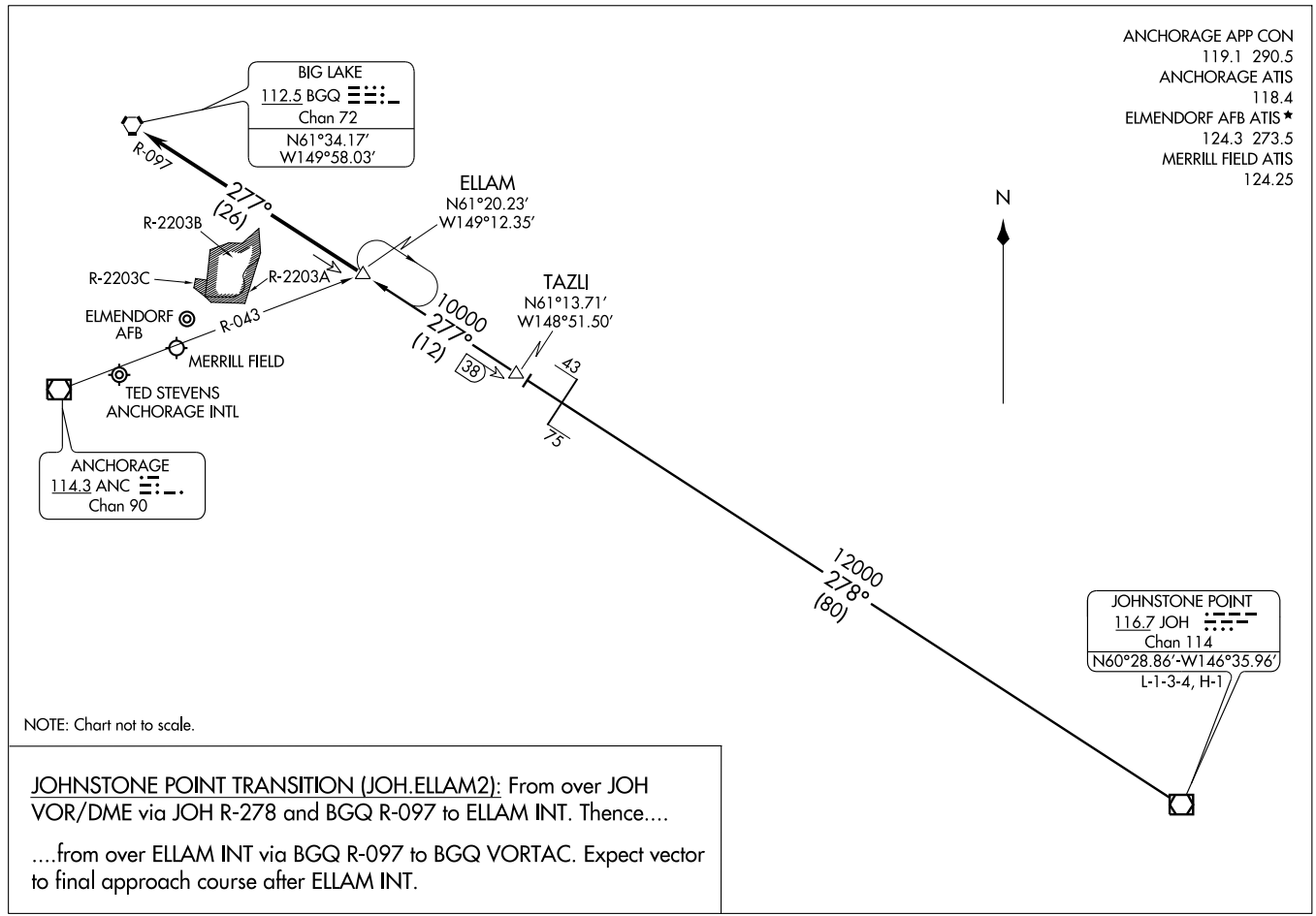
AK, 08 APR 2010 to 03 JUN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn left to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 24: Turn right to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 34: Track heading 339° to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.




NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

# ILS Y or LOC/DME RWY 6

| LOCALIZER | APCH CRS | Rwy ldg 10,000 TDZE 174 Arpt Elev 212 |
|---|---|---|
| 110.3 | 059° | |

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 tracking 059°, then climbing left turn to 3000 via the EDF R-304 to HOBBS and hold.

| ATIS * | ANCHORAGE APP CON | ELMENDORF TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 124.3 273.5 | North 118.6 290.5<br>South 123.8 259.3 | 127.2 352.05 | 121.8 275.8 | 128.8 306.925 | |

*** Circling not authorized Rwy 34 clockwise to Rwy 6.

***CAUTION: CAT E aircraft circling to all Rwys fly at or below 220 KIAS to remain within 4 NM to avoid rapidly rising terrain E and S of EDF.

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

MSA EDF 2.5 NM
140° 9100
2900
270°
360° 8600

124° 304°
(IAF) HOBBS EDF 13
R-304
13 Arc
EDF
960
R-2203C
R-2203B
R-2203A
5565
Start turn to final no later than LR-248.
DOYEG EDF 6.4
FEDNO EDF 4.2
MM
LR-248
239°
059°
R-239
385
488
MERRILL FLD
557
ELMENDORF Chan 81 EDF
LOCALIZER 110.3 I-EDF
3000
6955
5350
5000
(IAF) KNOBE EDF 15.5
PUROC EDF 13
COSAS EDF 12
ANCHORAGE INTL
568
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
CAUTION: Intermediate segment is 5.6 NM. Recommend early configuration.
10 NM
CAUTION: Terrain rises rapidly to the S and E.
EMERG SAFE ALT 100 NM 15,200

ELEV 212
439
398
91
506
372
227
245
335
295
0.3% UP
10,000 x 200
0.4% UP
7500 x 150
TDZE 174
34
059° 4.2 NM from FAF
TDZL Rwy 6
HIRL all Rwys
REIL Rwy 16
Drops off

900 tr 059°
3000 EDF R-304
HOBBS

†LOC only
KNOBE R-239 15.5
HOBBS R-304 13
PUROC R-239 13
COSAS 12
DOYEG 6.4
FEDNO 4.2
MM EGKIL 2.8
3.3
TACAN
VGSI and descent angles not coincident.
4000
ILS 059° TAC
13 Arc
3000
GS 3.00°
TCH 60
1600 +900
3.6 NM .6

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 * | 374/18 200 (200-½) | | 374/24 200 (200-½) | | |
| S-LOC 6 ** | 600/24 426(400-½) | | 600/40 426(400-¾) | | 600/50 426(400-1) |
| CIRCLING *** | 820-1 608 (700-1) | | 820-1¾ 608(700-1¾) | 820-2 608(700-2) | 880-3 668(700-3) |
| S-PAR 6 | 374/18 200 (200-½) | | 374/24 200 (200-½) | | GS 3.0° |

| LOC FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



AK, 08 APR 2010 to 03 JUN 2010

# ILS Z or LOC/DME RWY 6

| LOCALIZER | APCH CRS | Rwy ldg 10,000 / TDZE 174 / Arpt Elev 212 |
|---|---|---|
| 110.3 | 059° | |

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 on track 059°, then turn left climbing to 3000 and intercept the BGQ R-132 to BGQ and hold.

| ATIS * | ANCHORAGE APP CON | ELMENDORF TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 124.3 273.5 | North 118.6 290.5<br>South 123.8 259.3 | 127.2 352.05 | 121.8 275.8 | 128.8 306.925 | |

*** Circling not authorized RWY 34 clockwise to RWY 6.

EDF DME available on 113.4

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

BIG LAKE 112.5 BGQ Chan 72

VOR holding only

132° 312° R-132

960

MSA EDF 2.5 NM
140° 9100
270° 2900
360° 8600

R-2203B

R-2203C

R-2203A

5565

IAF HYSON ANC 7

DR 144°

059°

239°

R-315

PUROC EDF 13

DOYEG EDF 6.4

FEDNO EDF 4.2

MM

385

488

MERRILL FLD

557

ANCHORAGE INTL

568

ELMENDORF Chan 81 EDF

LOCALIZER 110.3 I-EDF

5350

3000

6955

5000

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

ANCHORAGE 114.3 ANC Chan 90

10 NM

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,200

ELEV 212

439 398 91 506 372 227 335 245 295

10,000 x 200

7500 x 150

0.3% UP

0.4% UP

TDZE 174

34

Drops off

059° 4.2 NM from FAF

TDZL Rwy 6

HIRL all Rwys

REIL Rwy 16

†LOC only

900 tr 059°

3000 BGQ R-132

HYSON ANC 7

PUROC EDF 13

DOYEG EDF 6.4

FEDNO EDF 4.2

EDF 3.3

MM EGKIL EDF 2.8

TACAN

DR 144°

059°

3000

1600

†900

3.6 NM

.6

GS 3.00°

TCH 60

CAUTION: Rwy 6 ILS and PAPI not coincidental

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 * | 374/18 200 | (200-½) | 374/24 200 | | (200-½) |
| S-LOC 6 ** | 600/24 426(400-½) | | 600/40 426(400-¾) | | 600/50 426(400-1) |
| CIRCLING*** | 820-1 608 | (700-1) | 820-1¾ 608(700-1¾) | 820-2 608(700-2) | N/A |
| S-PAR 6 | 374/18 200 | (200-½) | 374/24 200 | (200-½) | GS 3.0° |

| LOC FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

# MATSU FIVE ARRIVAL

ST-1196 (FAA)

ELMENDORF AFB
ANCHORAGE, ALASKA

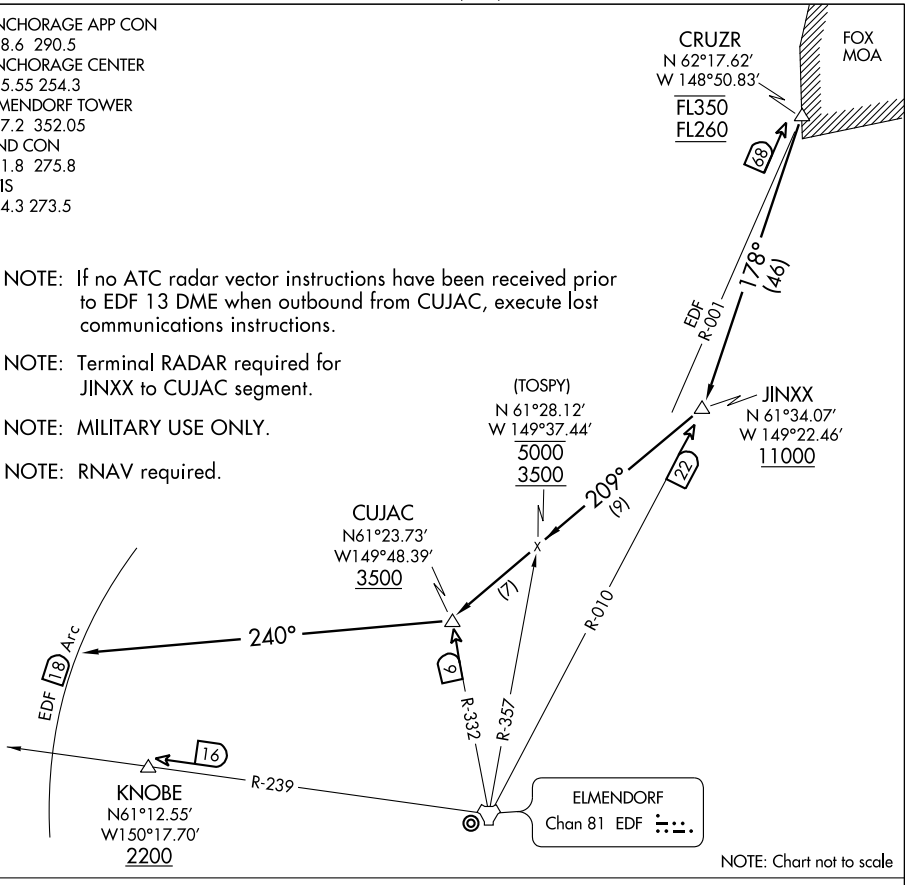
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.55 254.3
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
ATIS
124.3 273.5

NOTE: If no ATC radar vector instructions have been received prior to EDF 13 DME when outbound from CUJAC, execute lost communications instructions.

NOTE: Terminal RADAR required for JINXX to CUJAC segment.

NOTE: MILITARY USE ONLY.

NOTE: RNAV required.




## ARRIVAL DESCRIPTION

CRUZR TRANSITION (CRUZR.MATSU5): From over CRUZR via heading 178° to JINXX, then heading 209° to CUJAC, depart CUJAC heading 240°. Thence ....

. . . .Expect vectors within EDF 18 DME to ILS Y or TACAN Rwy 6 approach.

LOST COMMUNICATIONS:

If practicable, proceed to EDF VFR via CUJAC direct Point No-Name Visual Check Point. Then proceed to Rwy 6 or one mile initial to Rwy 24. Rock wings on initial. If unable to proceed to EDF VFR, descend via the MATSU arrival to CUJAC. Cross CUJAC at or above 3500. Fly heading 240° and join the EDF 18 DME Arc west of EDF. Arc south and join the EDF R-239 to KNOBE. Cross KNOBE at or above 2200 and execute ILS Y or TACAN Rwy 6 approach to ELMENDORF AFB.

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# TACAN RWY 6

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| EDF Chan 81 | 059° | 10,000 | 174 | 212 |

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 via EDF R-304 to HOBBS and hold. Climb in holding authorized.

| ATIS * | ANCHORAGE APP CON | ELMENDORF TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.3 273.5 | North 118.6 290.5<br>South 123.8 259.3 | 127.2 352.05 | 121.8 275.8 | 128.8 306.925 |

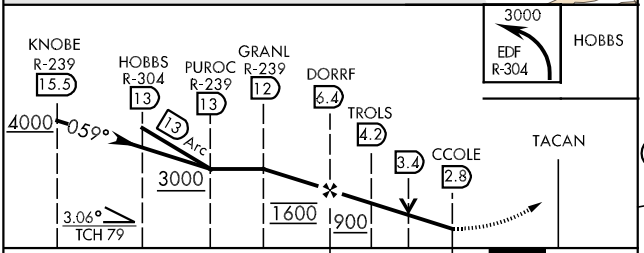
** Circling not authorized Rwy 34 clockwise to Rwy 6.

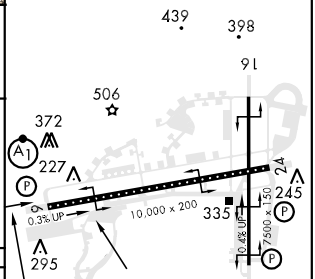
**CAUTION: CAT E aircraft circling to all Rwys fly at or below 220 KIAS to remain within 4 NM to avoid rapidly rising terrain E and S of EDF.

CAUTION: Descent gradient of 325 ft/NM after TROLS DME fix is greater than descent gradient (318 ft/NM) between DORRF and TROLS.

MSA EDF 25 NM
140° 9100
270° 2900
360° 8600

124° 304°
(IAF) HOBBS EDF 13
EDF 13 Arc
R-304
960
R-2203C
R-2203B
R-2203A
5565
CAUTION: Terrain rises rapidly to the S and E.
Start turn to final no later than LR-248.
DORRF EDF 6.4
TROLS EDF 4.2
LR-248
059°
R-239
385
488
MERRILL FLD
ELMENDORF Chan 81 EDF
557
ANCHORAGE INTL
568
5350
3000
6955
5000
(IAF) KNOBE EDF 15.5
PUROC EDF 13
GRANL EDF 12
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
10 NM
ELEV 212
EMERG SAFE ALT 100 NM 15,200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-6 * | 640/24 466 (500-½) | | 640/40 466 (500-¾) | 640/50 466 (500-1) | 640/60 466 (500-1¼) |
| CIRCLING ** | 820-1 608 (700-1) | | 820-1¾ 608 (700-1¾) | 820-2 608 (700-2) | 880-3 668 (700-3) |



AK, 08 APR 2010 to 03 JUN 2010

# TACAN RWY 16

| TACAN EDF Chan 81 | APCH CRS 130° | Rwy ldg 7500 TDZE 212 Arpt Elev 212 |
|---|---|---|

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * Circling not authorized RWY 34 clockwise to RWY 6.

† MISSED APPROACH: Climbing left turn to 6000 direct EDF TACAN R-310/19 DME (LUBEE) and hold. Climb in hold authorized.

| ATIS * | ANCHORAGE APP CON | ELMENDORF TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 124.3 273.5 | North 118.6 290.5<br>South 123.8 259.3 | 127.2 352.05 | 121.8 275.8 | 128.8 306.925 | |

† CAUTION: Missed Approach Minimum Climb Rate to 4200

| Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|
| V/V(fpm)ⓒ | 480 | 960 | 1440 | 1920 |

Controlling Obstacle 2988
ⓒ CAT E only

Min holding alt 6000
Max holding alt 8000

R-310 130° 310°

(IAF) LUBEE EDF 19

130°

CEGEN EDF 12

CAUTION:
-CAT E aircraft circling all Rwys's maintain 220 KIAS or less to remain within 4 NM to avoid rapidly rising terrain to E and S of EDF.
-Terrain rises rapidly to the S and E.
-Winds in vicinity of higher terrain may produce severe turbulence.
-Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.

960

BETUN EDF 6

R-2203C

R-2203B

2088

R-2203A

2988

456

375

555

ELMENDORF Chan 81 EDF

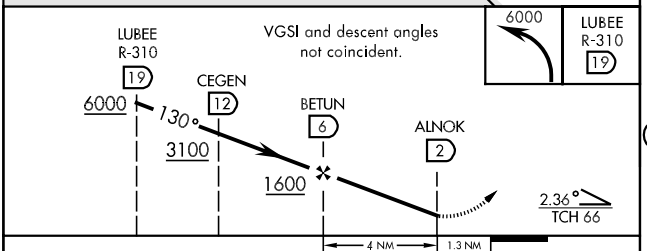
MERRILL FLD

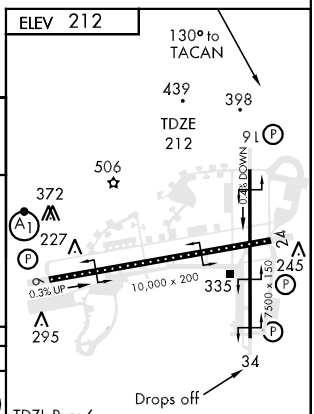
MSA EDF 2.5 NM
140°
9100
2900
270°
360°
8600

10 NM

ANCHORAGE INTL

EMERG SAFE ALT 100 NM 15,200



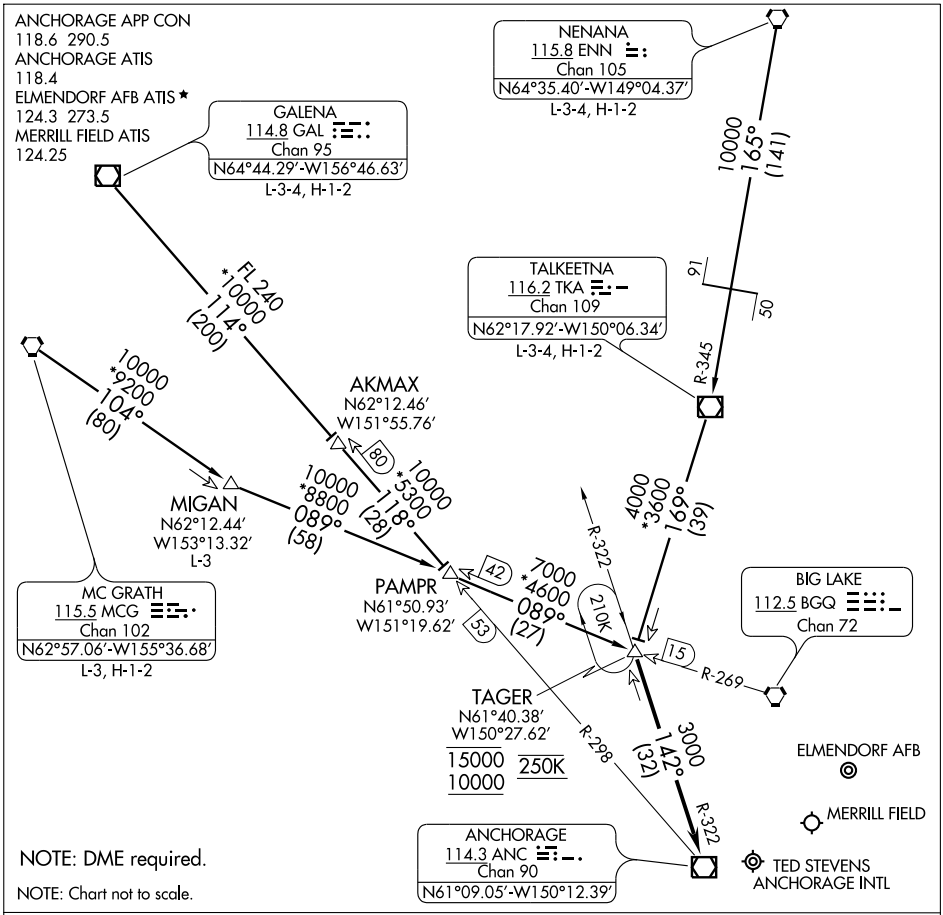

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16 | 940-1¾ 728 | (800-1¾) | 940-2 728 (800-2) | 940-2¼ 728 (800-2¼) | 940-2½ 728 (800-2½) |
| CIRCLING * | 940-1¾ 728 | (800-1¾) | 940-2 728 (800-2) | 940-2¼ 728 (800-2¼) | 1340-3 1128(1200-3) |

(TAGER.TAGER5) 09127

# TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA




NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

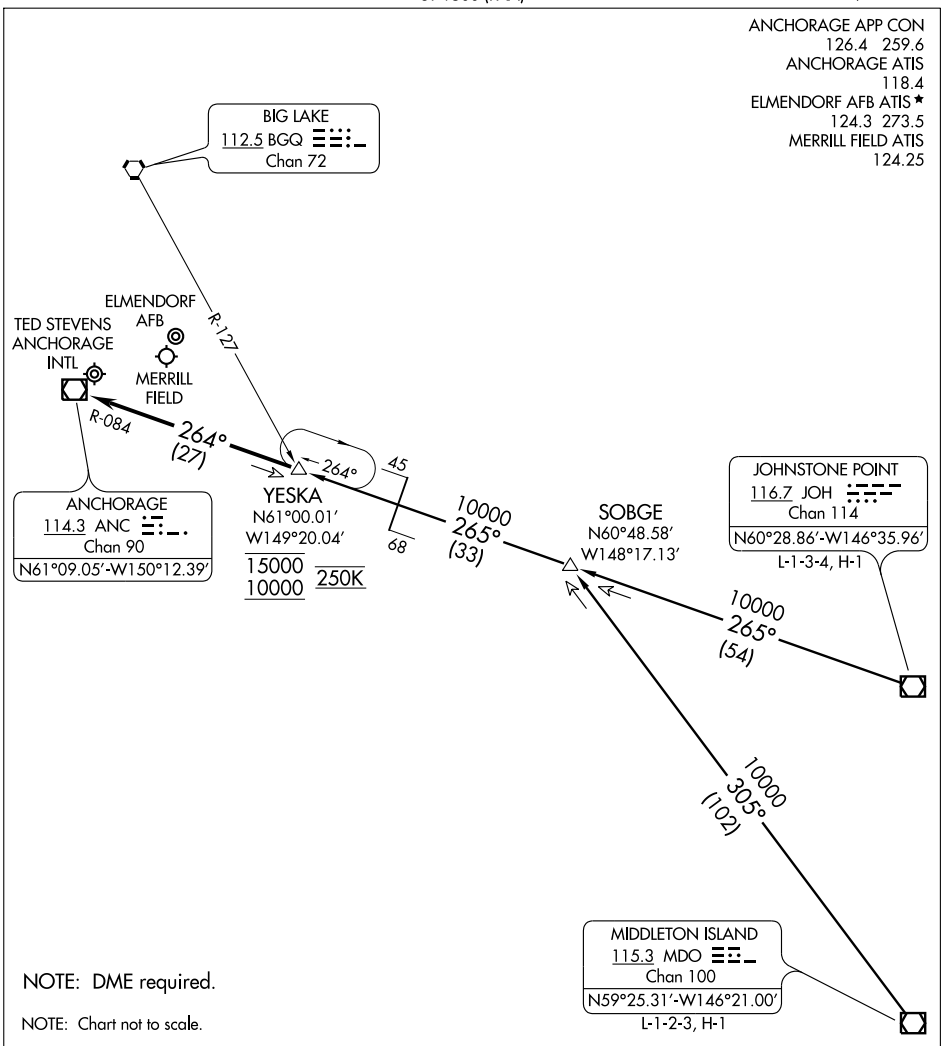
AK, 08 APR 2010 to 03 JUN 2010

(YESKA.YESKA3) 09127

# YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

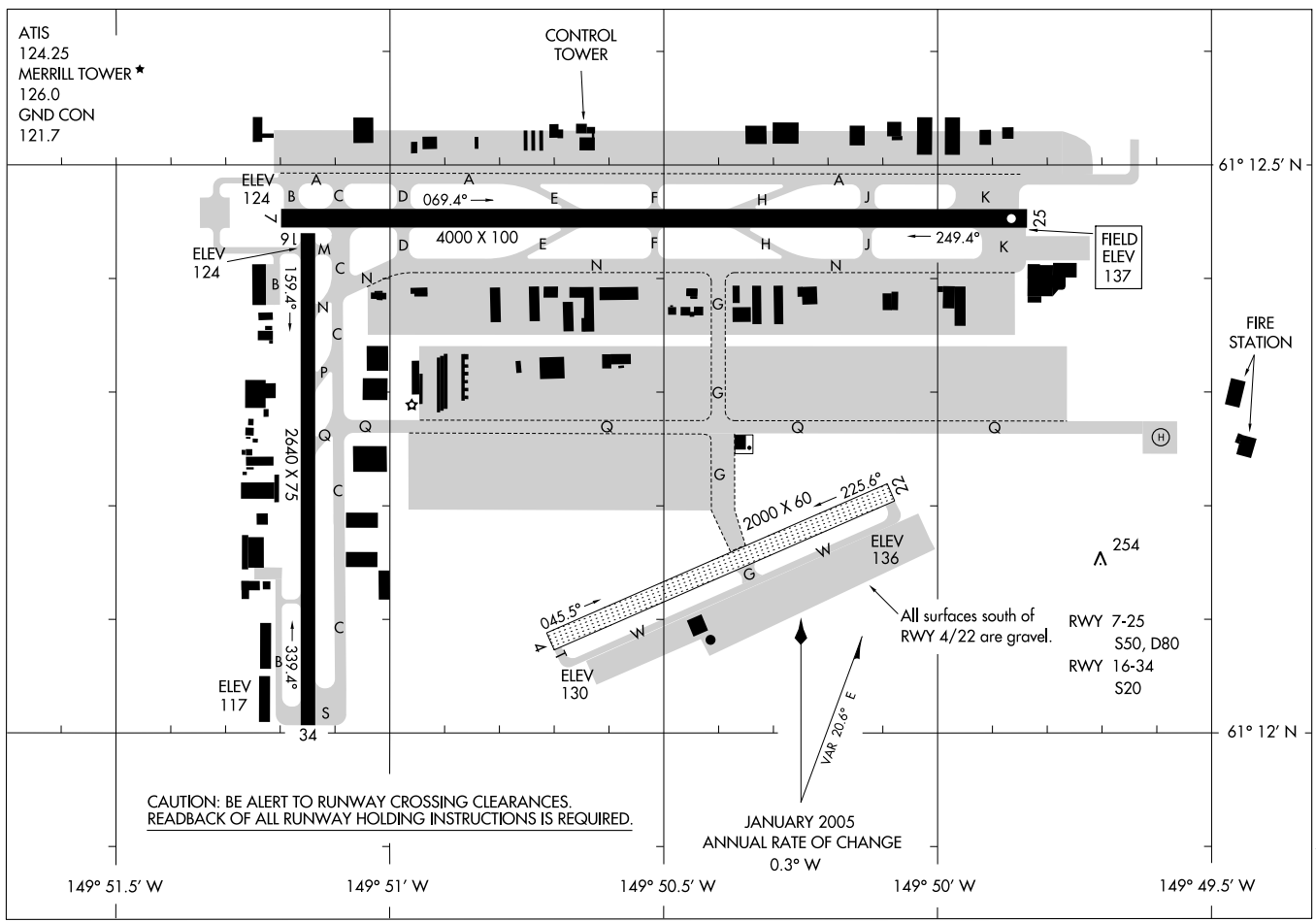



JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 08 APR 2010 to 03 JUN 2010




# AIRPORT DIAGRAM

AL-1522 (FAA)

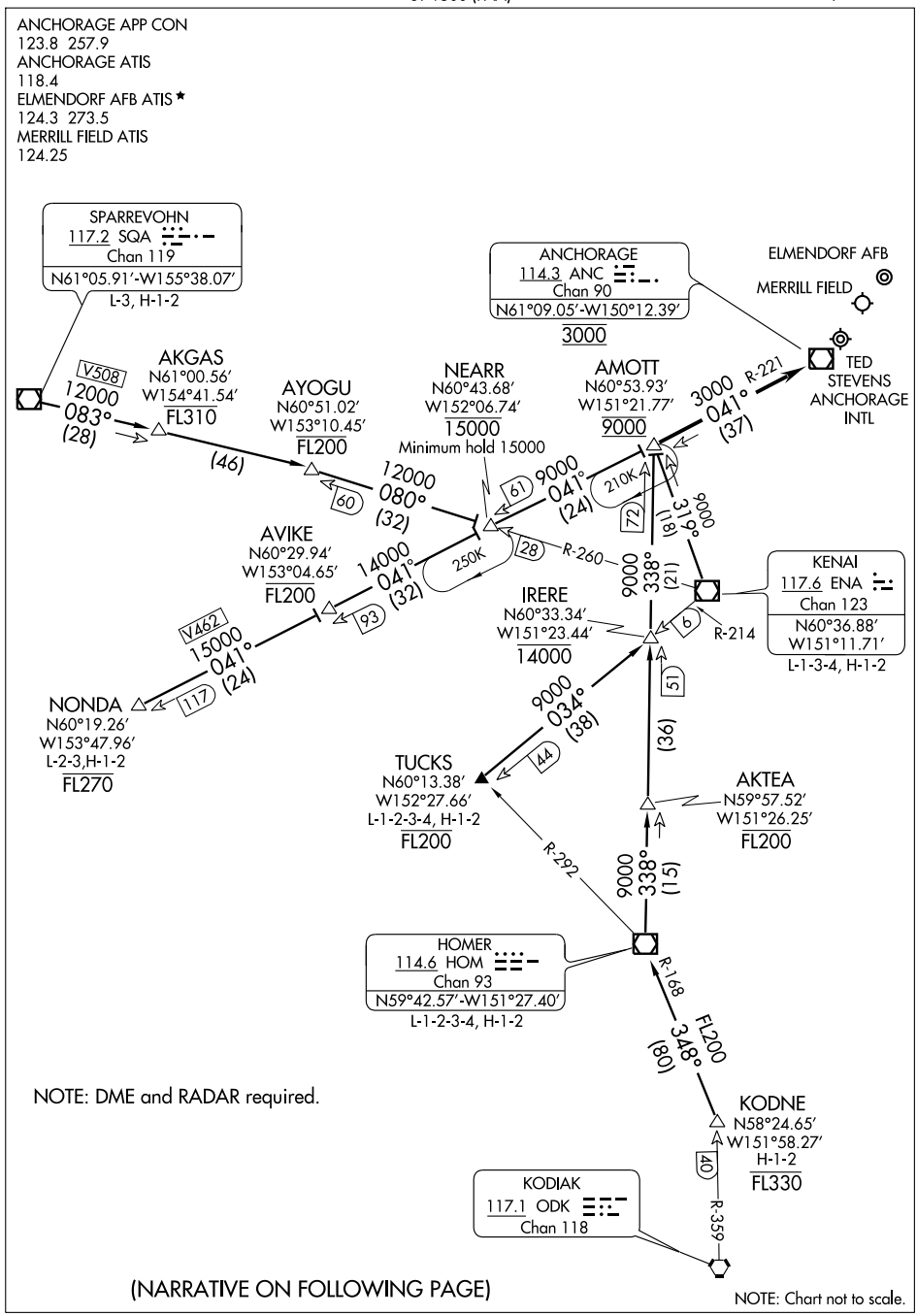
ANCHORAGE/MERRILL FIELD (MRI)(PAMR)

ANCHORAGE, ALASKA

# AMOTT SIX ARRIVAL



ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25




NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

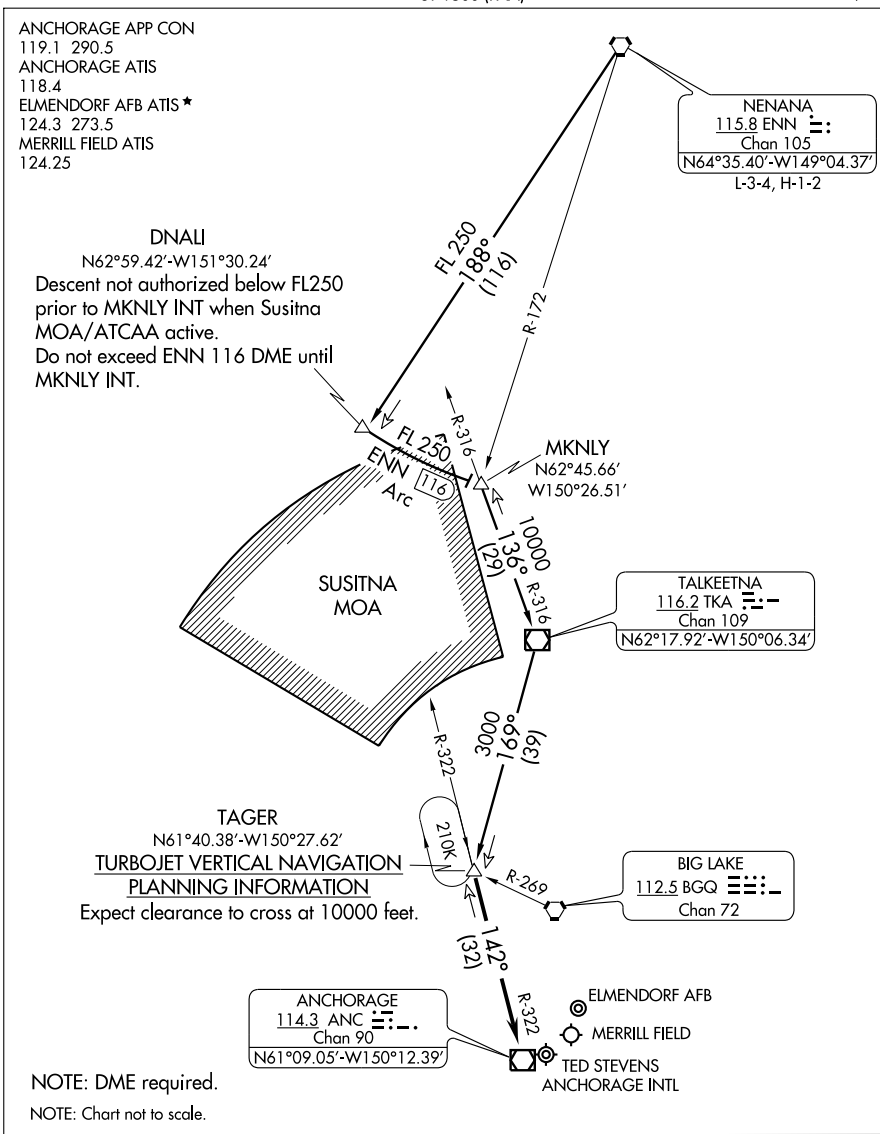
....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

AK, 08 APR 2010 to 03 JUN 2010

# DENALI ONE ARRIVAL

ST-1500 (FAA)

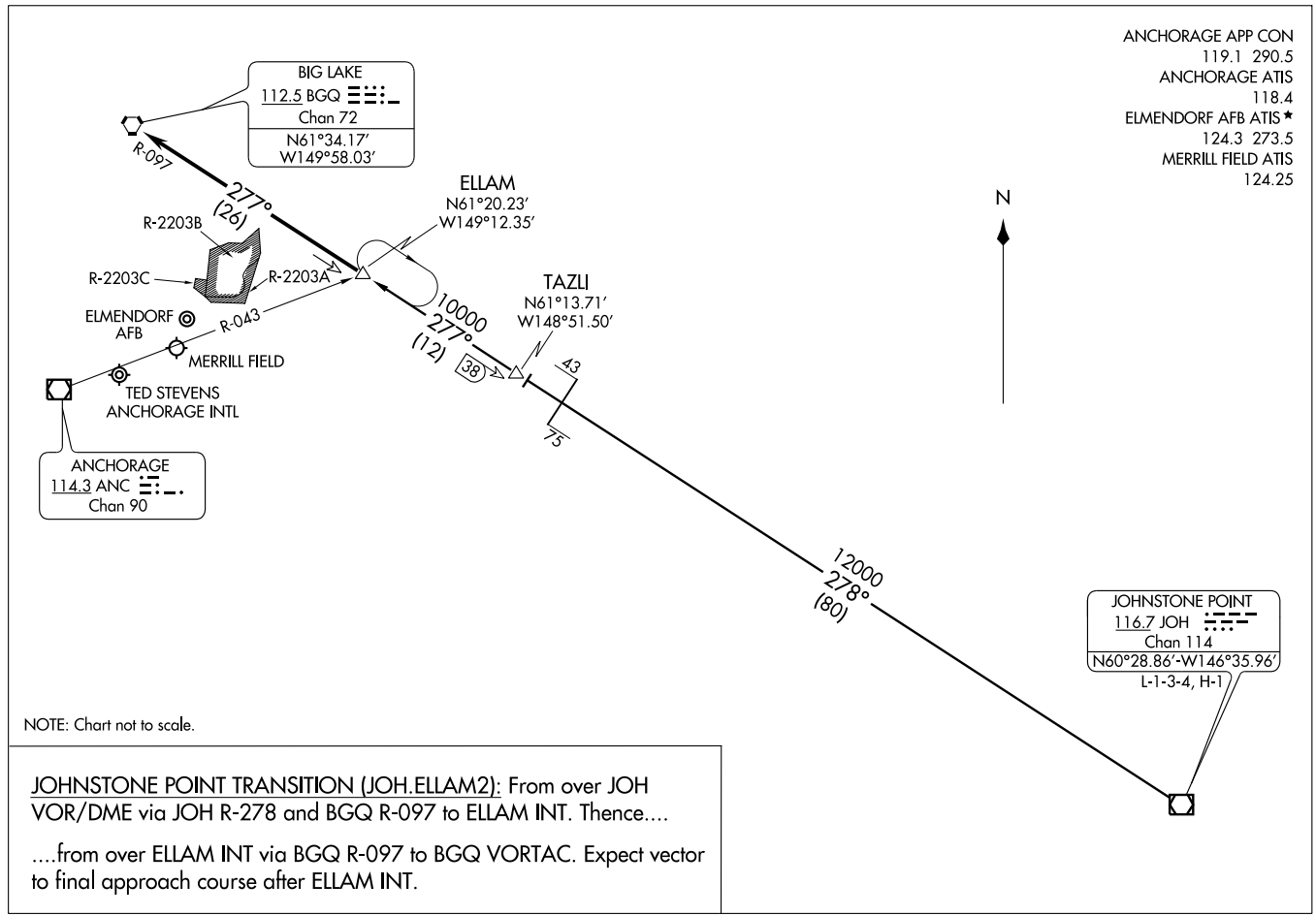
ANCHORAGE, ALASKA




NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

AK, 08 APR 2010 to 03 JUN 2010




NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 083° | TDZE | N/A |
| | Apt Elev | 137 |

# RNAV (GPS)-A

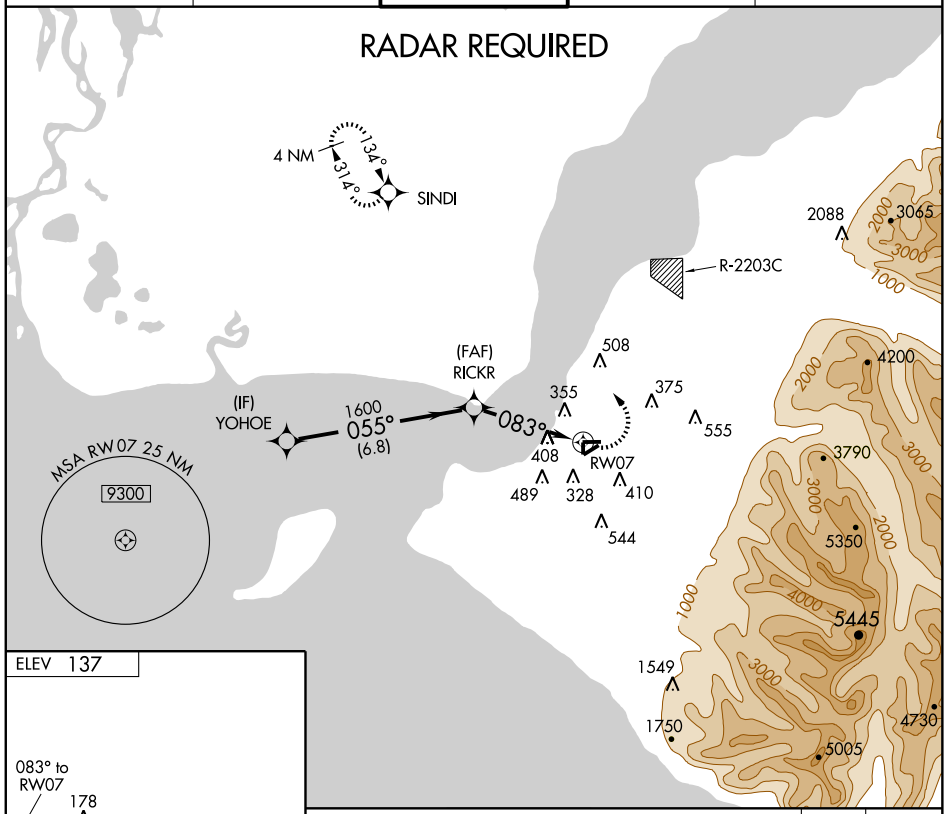
ANCHORAGE/MERRILL FIELD (MRI) (PAMR)

DME/DME RNP-0.3 NA. When localaltimeter setting not received, use Anchorage Intl altimeter setting. When VGSI inoperative, circling to corresponding runway NA at night.

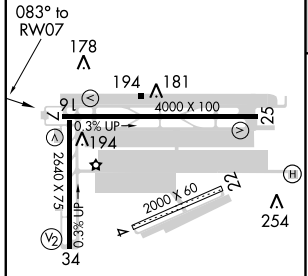
MISSED APPROACH: Climbing left turn to 2000 direct SINDI and hold.

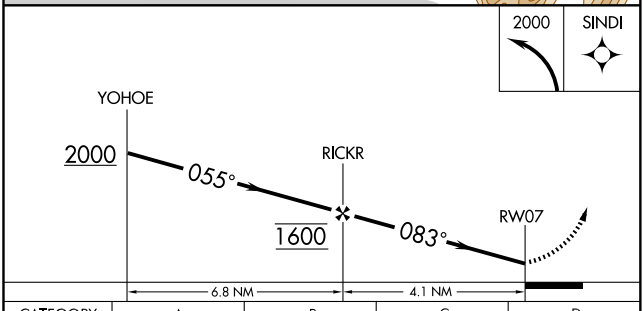
| ATIS | ANCHORAGE APP CON | MERRILL TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.25 | 119.1 363.2 | 126.0 (CTAF) L | 121.7 | 122.95 |

RADAR REQUIRED




ELEV 137




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 583 (600-1) | | 720-1½ 583 (600-1½) | NA |

REIL Rwys 7, 16, 25, and 34 L
MIRL Rwys 7-25 and 16-34 L

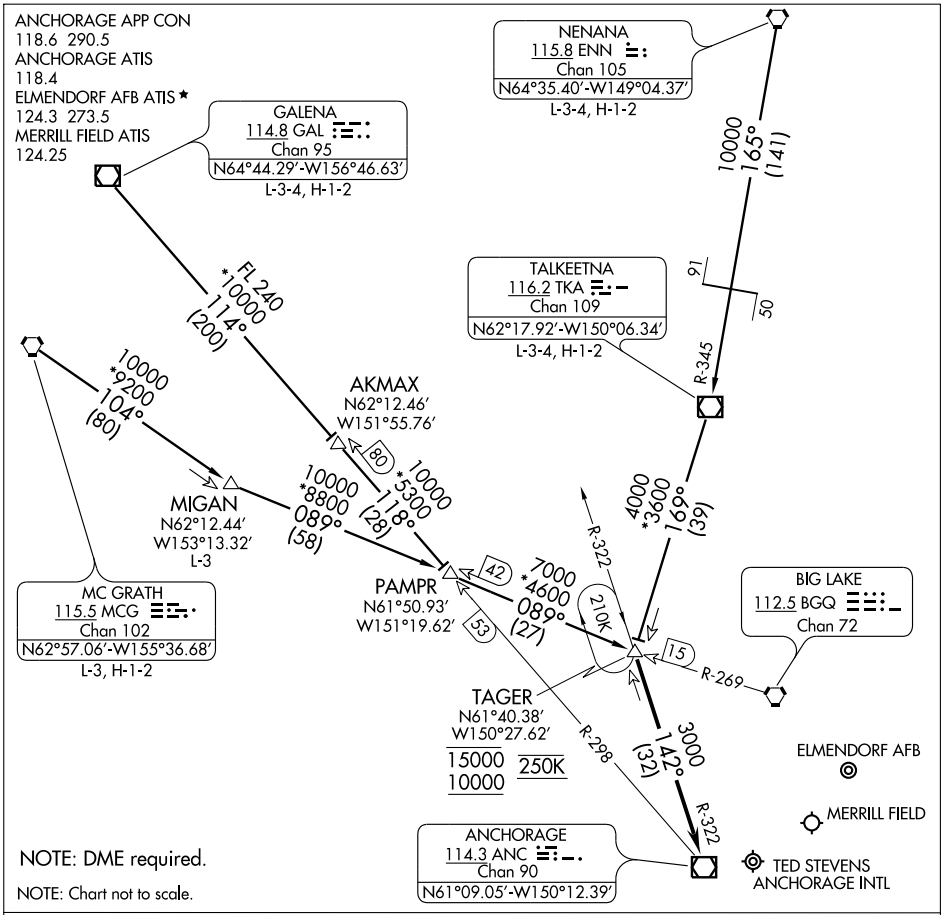
AK, 08 APR 2010 to 03 JUN 2010

(TAGER.TAGER5) 09127

# TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA




NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

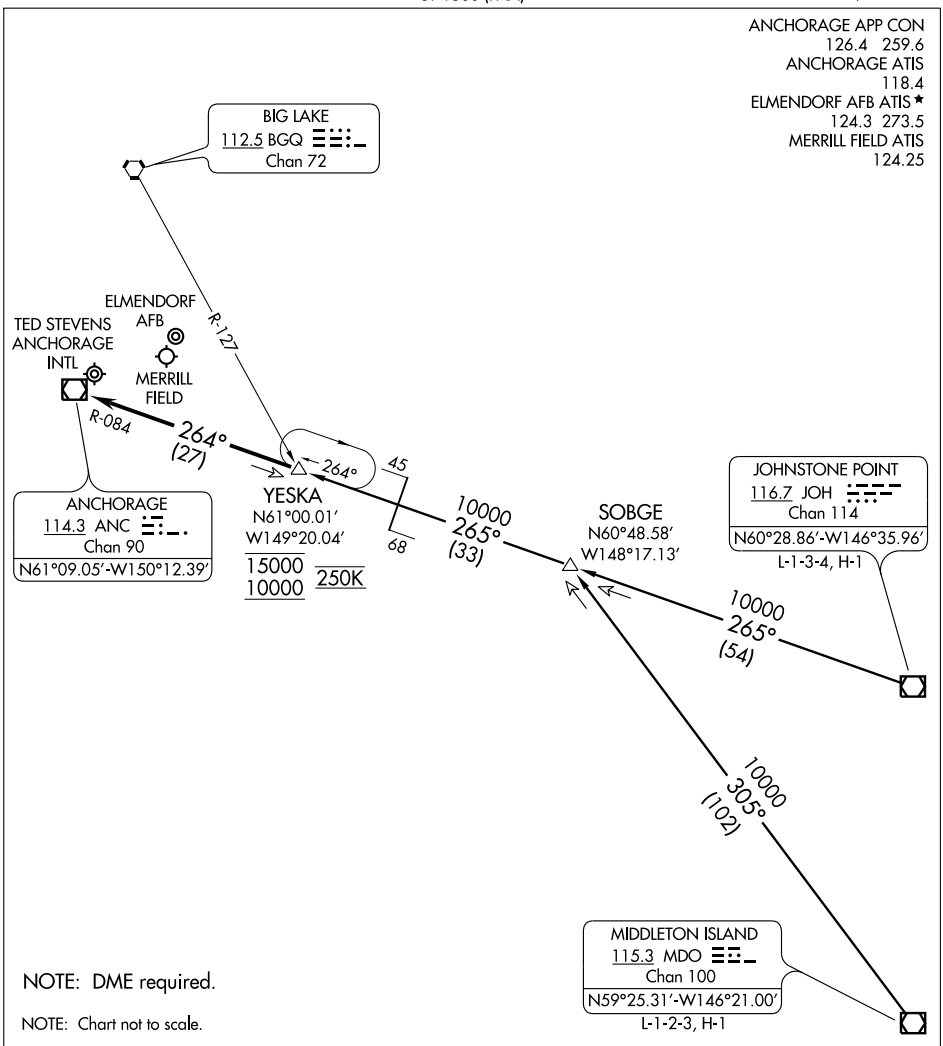
AK, 08 APR 2010 to 03 JUN 2010

(YESKA.YESKA3) 09127

# YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA




JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-ANI | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 109.7 | 103° | TDZE | 88 |
| Chan 34 | | Apt Elev | 88 |

# ILS/DME RWY 10

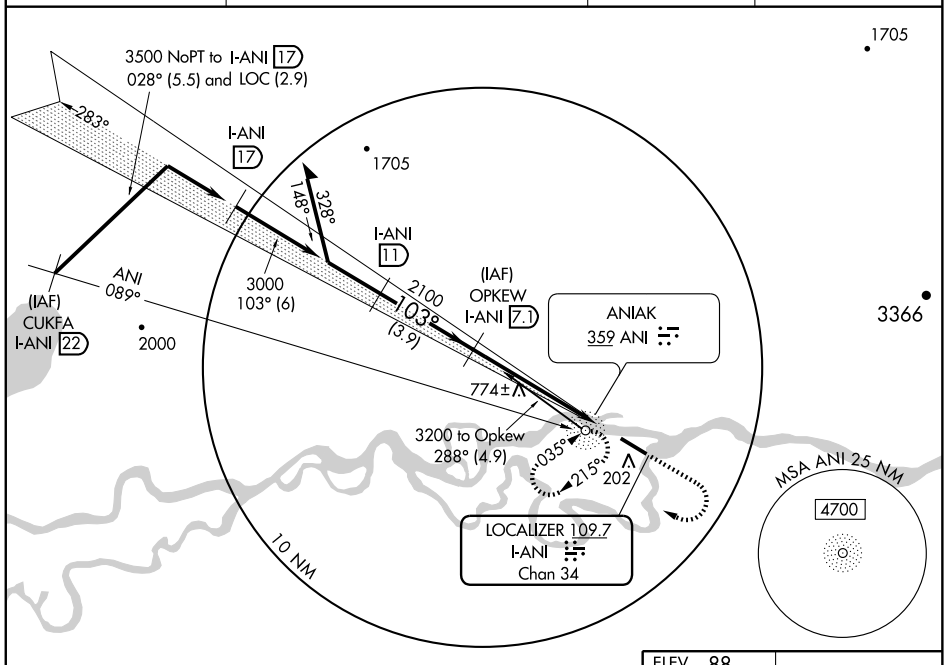
ANIAK (ANI)(PANI)

Circling not authorized north of Runway 10-28.
Circling requires descent on glide slope to MDA.
Localizer unusable from I-ANI 1.7 DME inbound.

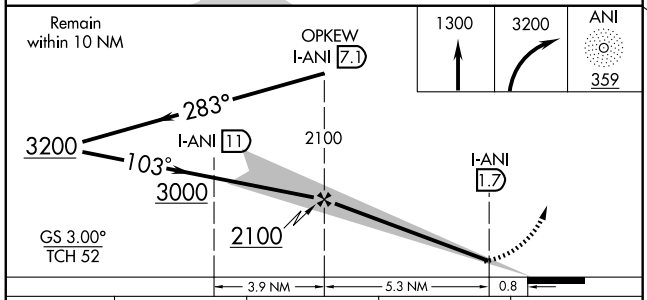
MALSF

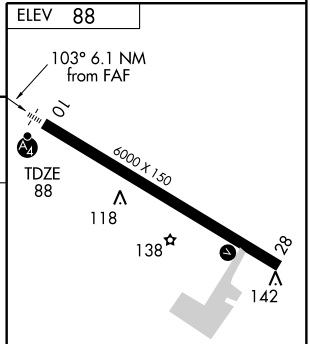
MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.3 | 118.15 251.05 | 118.15 | 122.1 L |




## ADF and DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 338-¾ 250 (300-¾) | | | |
| S-LOC 10 | NA | | | |
| CIRCLING | 580-1 492 (500-1) | | 580-1½ 492 (500-1½) | 640-2 552 (600-2) |

HIRL Rwy 10-28 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

ANIAK, ALASKA

AL-1233 (FAA)

# LOC/DME RWY 10

ANIAK (ANI)(PANI)

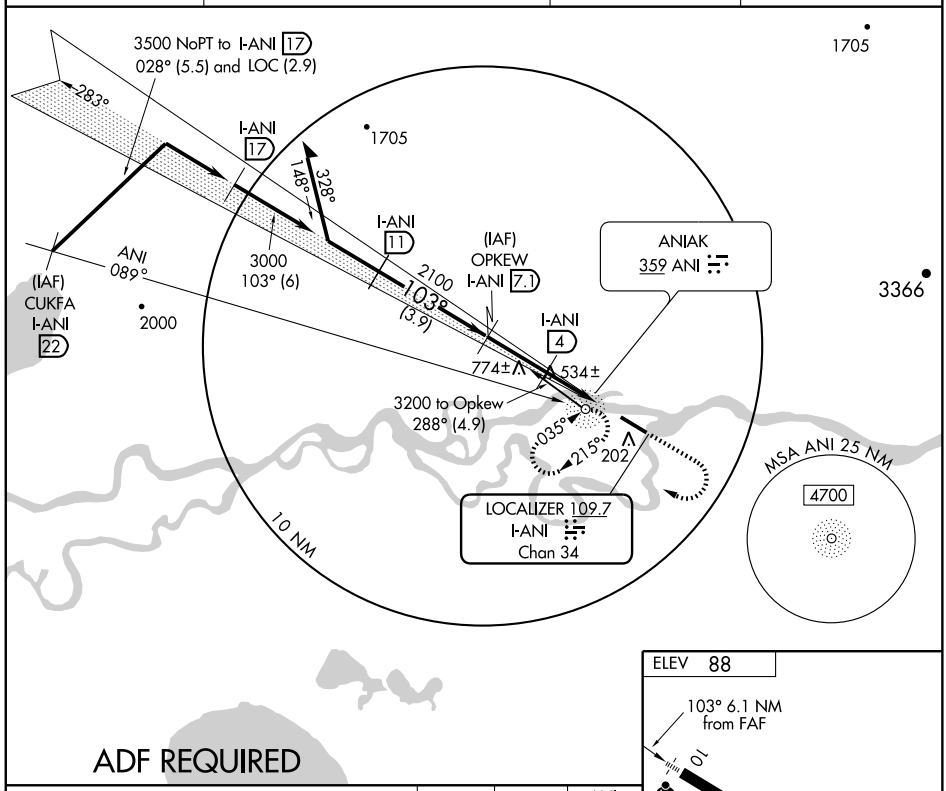
| LOC/DME I-ANI | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 109.7 | 103° | TDZE | 88 |
| Chan 34 | | Apt Elev | 88 |

Circling not authorized north of Runway 10-28.
Localizer unusable from I-ANI 1.7 DME inbound.
Inoperative table does not apply to Cats C and D.

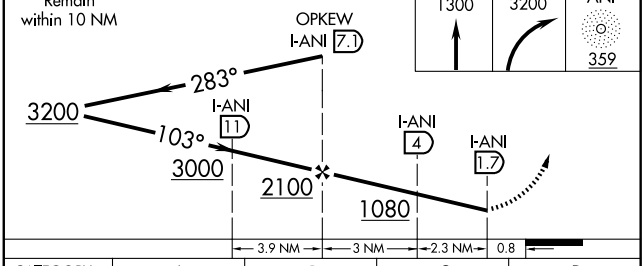
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

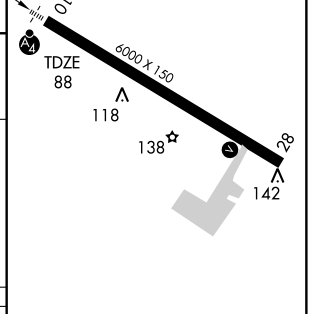
| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.3 | 118.15 251.05 | 118.15 | 122.1 L |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 10 | 800-¾ 712 (800-¾) | | 800-2 712 (800-2) | 800-2¼ 712 (800-2¼) |
| CIRCLING | 800-1 712 (800-1) | | 800-2 712 (800-2) | 800-2¼ 712 (800-2¼) |




HIRL Rwy 10-28 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

| NDB ANI | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 359 | 273° | TDZE | 88 |
| | | Apt Elev | 88 |

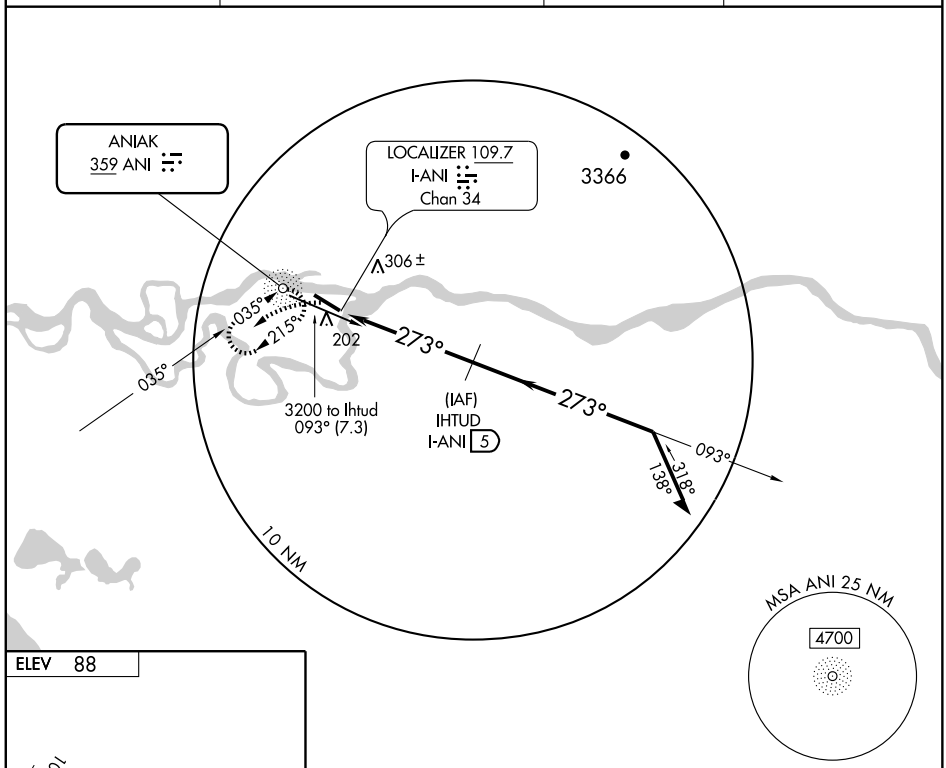
# NDB/DME RWY 28

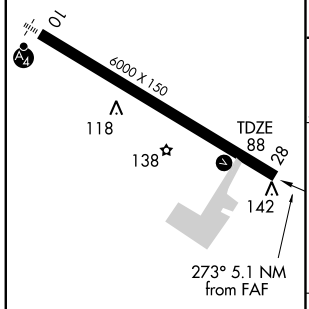
ANIAK (ANI)(PANI)

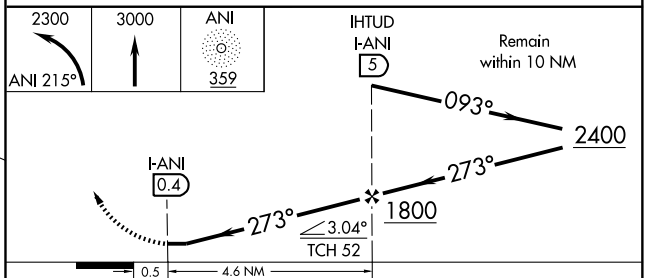
Simultaneous reception of ANI and I-ANI DME required. DME from I-ANI LOC/DME.
Circling not authorized North of Runway 10-28.

MISSED APPROACH: Climbing left turn to 2300 on 215° bearing from ANI then direct ANI NDB climbing to 3000 and hold.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.3 | 118.15 251.05 | 118.15 | 122.1 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 620-1 | 532 (600-1) | 620-1½ 532 (600-1½) | 620-1¾ 532 (600-1¾) |
| CIRCLING | 620-1 | 532 (600-1) | 620-1½ 532 (600-1½) | 640-2 552 (600-2) |

HIRL Rwy 10-28 L

AK. 08 APR 2010 to 03 JUN 2010

ANIAK, ALASKA

AL-1233 (FAA)

# RNAV (GPS) RWY 10

ANIAK (ANI)(PANI)

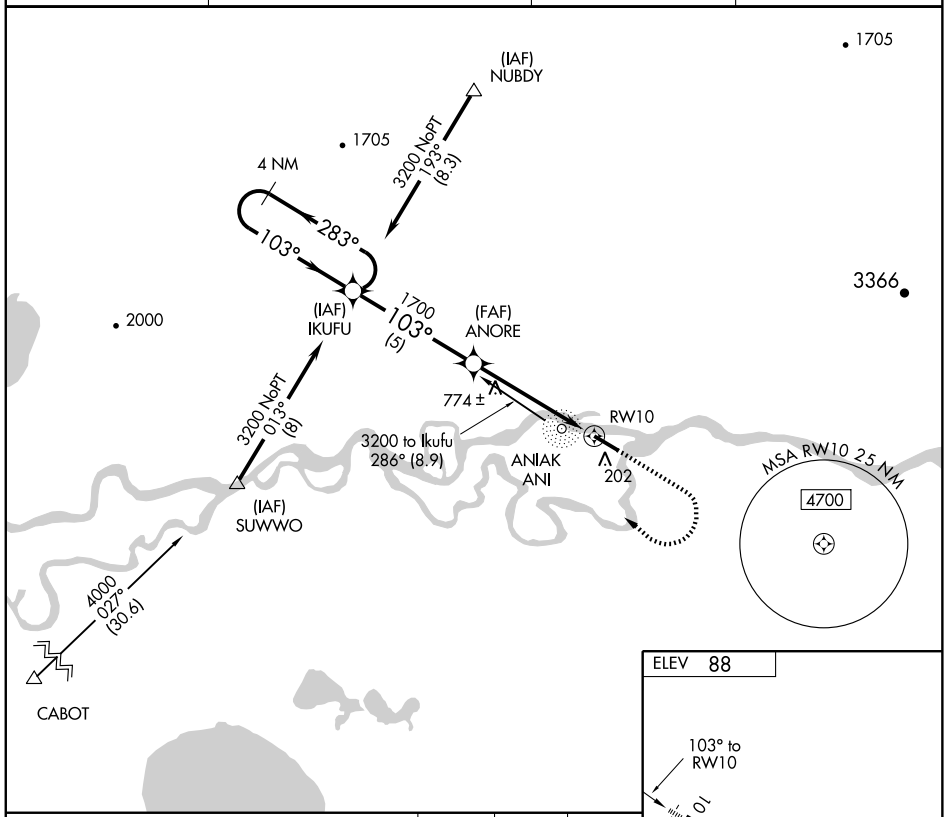
| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 103° | TDZE | 88 |
| | Apt Elev | 88 |

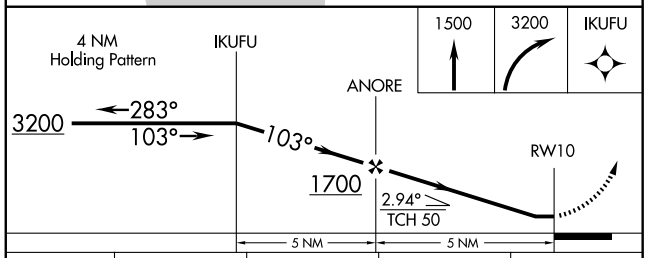
Circling not authorized north of runway 10-28.
GPS or DME RNP- 0.3 required. DME/DME RNP- 0.3 NA.

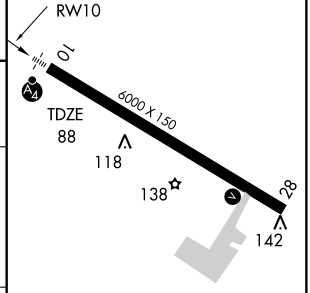
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct IKUFU WP and hold.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.3 | 118.15 251.05 | 118.15 | 122.1 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1¼ 992 (1000-1¼) | 1080-1½ 992 (1000-1½) | 1080-3 992 (1000-3) | |
| CIRCLING | 1080-1¼ 992 (1000-1¼) | 1080-1½ 992 (1000-1½) | 1080-3 992 (1000-3) | |

HIRL Rwy 10-28 L

AK, 08 APR 2010 to 03 JUN 2010

ANIAK, ALASKA

AL-1233 (FAA)

# RNAV (GPS) RWY 28

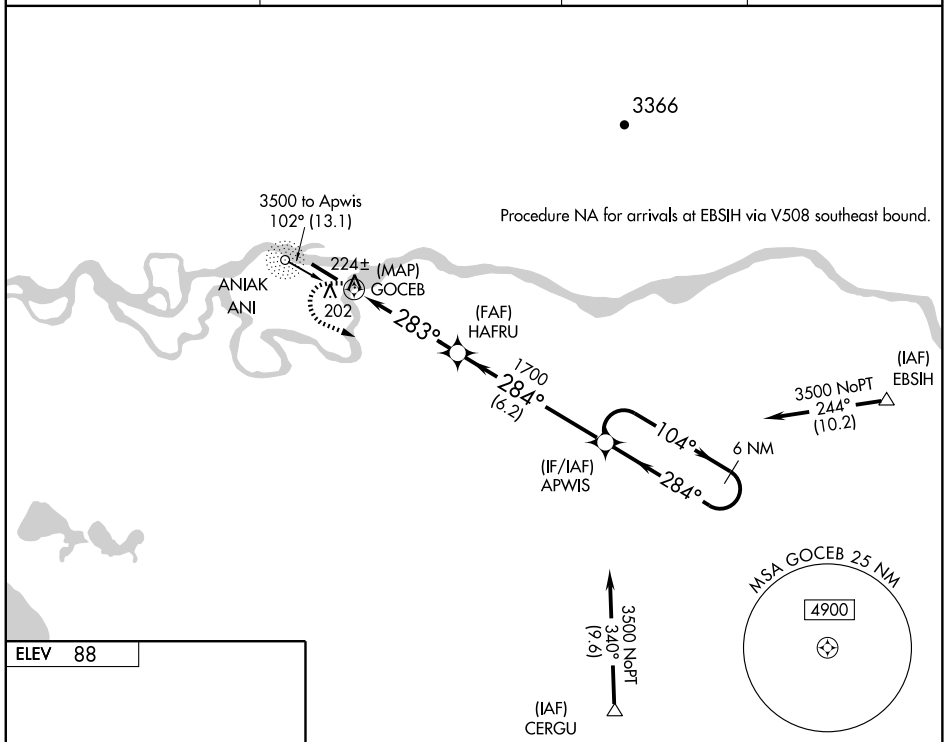
ANIAK (ANI)(PANI)

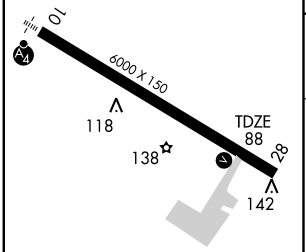
| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 283° | TDZE | 88 |
| | Apt Elev | 88 |

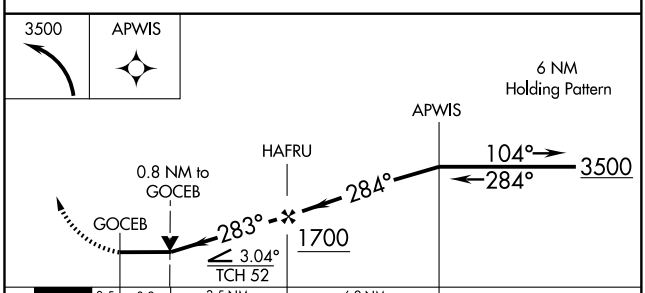
Circling not authorized north of Rwy 10-28. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kalskag altimeter setting and increase all MDA's 60 feet. VDP NA when using Kalskag altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct to APWIS and hold.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.3 | 118.15 251.05 | 118.15 | 122.1 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 452 (500-1) | | 540-1¼ 452 (500-1¼) | 540-1½ 452 (500-1½) |
| CIRCLING | 580-1 492 (500-1) | | 580-1½ 492 (500-1½) | 740-2 652 (700-2) |

HIRL Rwy 10-28 (L)

AK, 08 APR 2010 to 03 JUN 2010

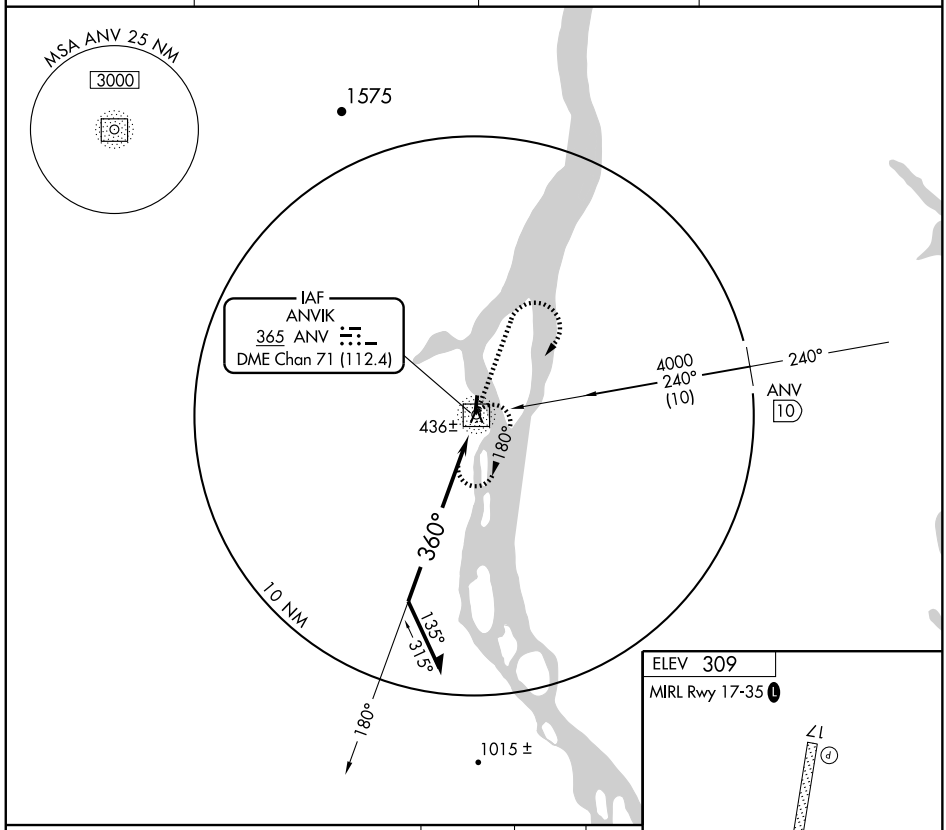
| NDB/DME ANV 365 Chan 71 (112.4) | APP CRS 360° | Rwy Idg 4000 TDZE 309 Apt Elev 309 |
|---|---|---|

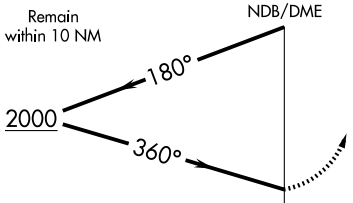
# NDB RWY 35

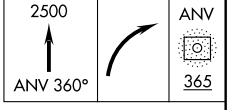
ANVIK (ANV)(PANV)

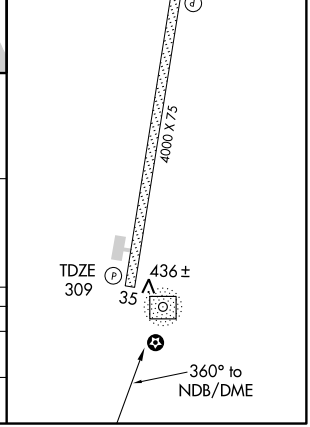
MISSED APPROACH: Climb to 2500 via 360° bearing from ANV NDB/DME, then turn right direct ANV and hold.

| AWOS-3 | ANCHORAGE CENTER | KENAI RADIO | UNICOM |
|---|---|---|---|
| 133.55 | 135.7 335.5 | 122.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 800-1 | 491 (500-1) | 800-1¼ 491 (500-1¼) | NA |
| CIRCLING | 800-1 | 491 (500-1) | 800-1½ 491 (500-1½) | NA |

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| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 171° | TDZE | 288 |
| | Apt Elev | 309 |

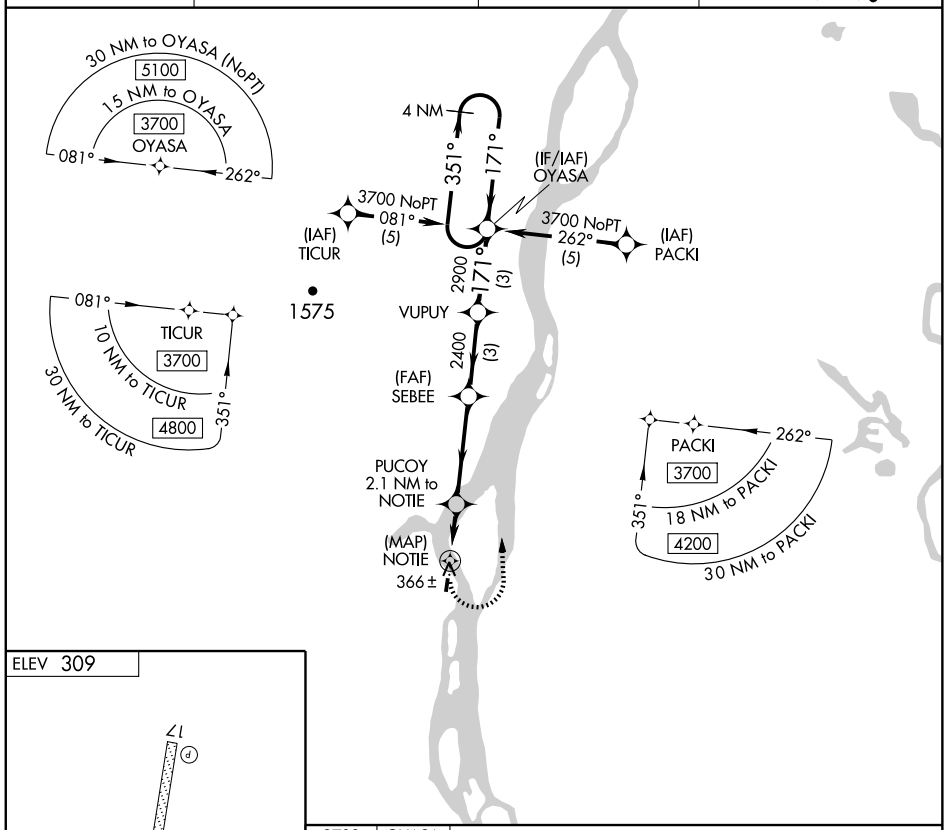
# RNAV (GPS) RWY 17

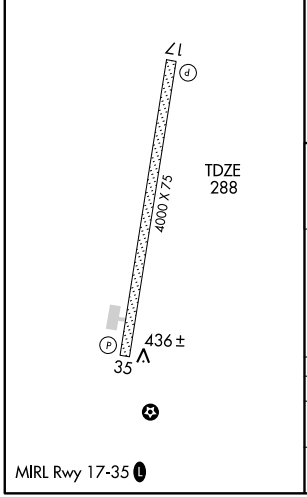
ANVIK (ANV)(PANV)

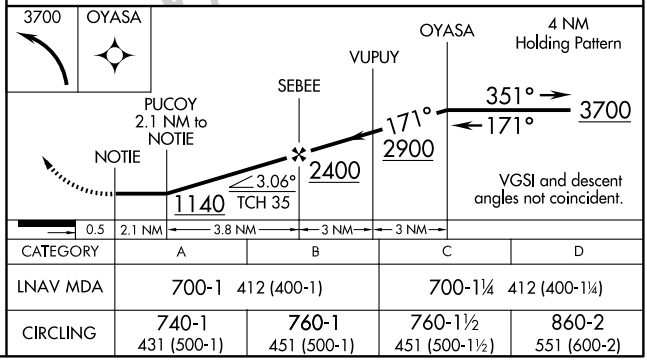
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

| AWOS-3 | ANCHORAGE CENTER | KENAI RADIO | UNICOM |
|---|---|---|---|
| 133.55 | 135.7 335.5 | 122.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 412 (400-1) | | 700-1¼ 412 (400-1¼) | |
| CIRCLING | 740-1 431 (500-1) | 760-1 451 (500-1) | 760-1½ 451 (500-1½) | 860-2 551 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

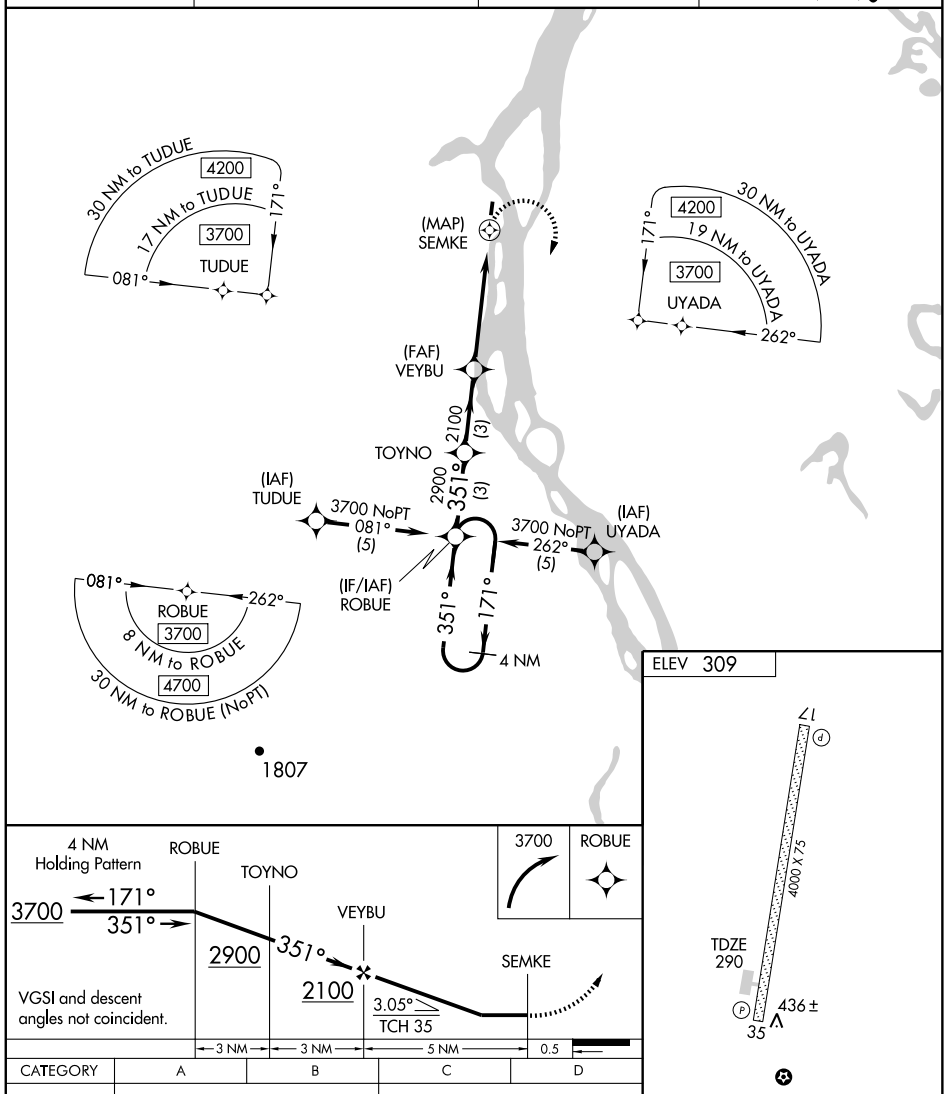
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 351° | TDZE | 290 |
| | Apt Elev | 309 |

# RNAV (GPS) RWY 35
## ANVIK (ANV)(PANV)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing right turn to 3700 direct ROBUE and hold, continue climb-in-hold to 3700.

| AWOS-3 | ANCHORAGE CENTER | KENAI RADIO | UNICOM |
|---|---|---|---|
| 133.55 | 135.7 335.5 | 122.4 | 122.7 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 410 (400-1) | | 700-1¼ 410 (400-1¼) | |
| CIRCLING | 740-1 431 (500-1) | 760-1 451 (500-1) | 760-1½ 451 (500-1½) | 860-2 551 (600-2) |




MIRL Rwy 17-35 L

AK, 08 APR 2010 to 03 JUN 2010

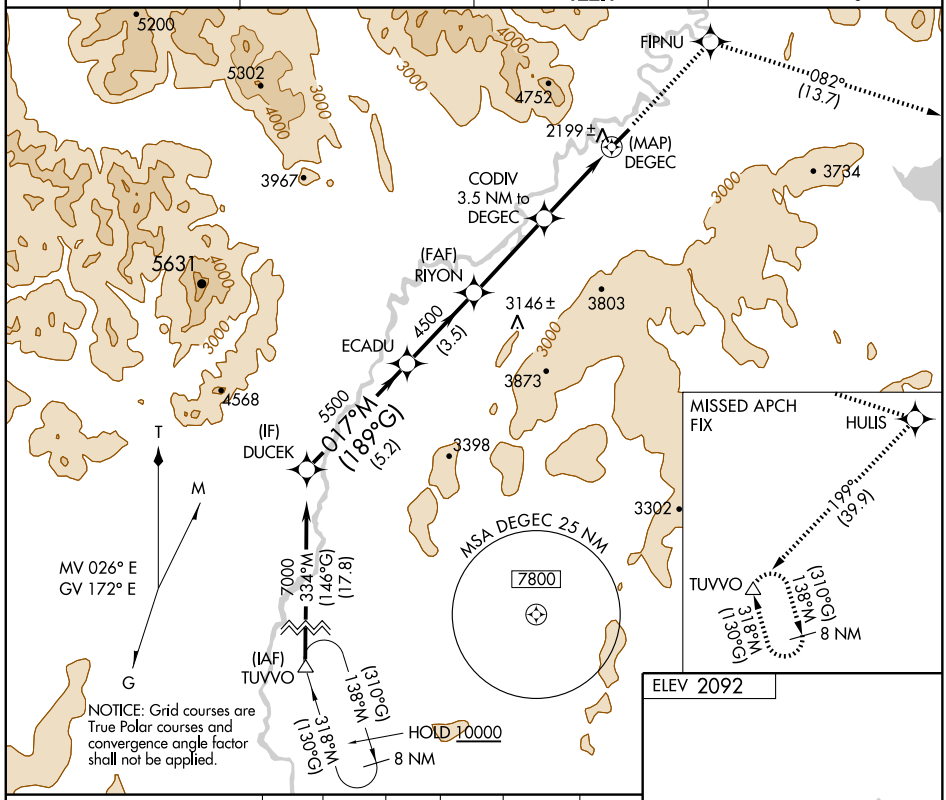
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 017° M (189° G) | TDZE | 2087 |
| | Apt Elev | 2092 |

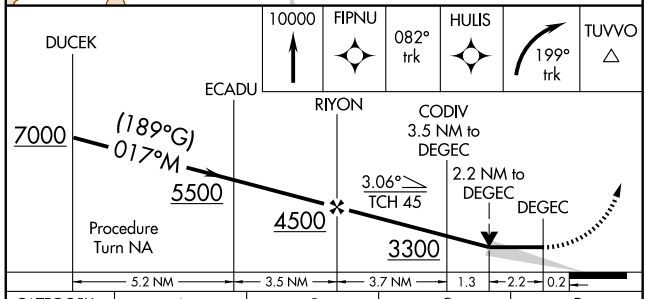
# RNAV (GPS) RWY 2
## ARCTIC VILLAGE (ARC) (PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.

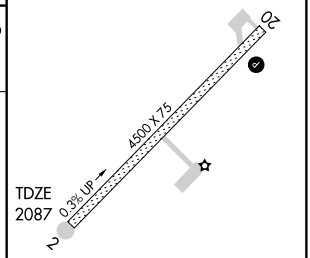
| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.75 | 135.0 225.4 | 122.1 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2880-1 793 (800-1) | 2880-1¼ 793 (800-1¼) | NA | |
| CIRCLING | 2880-1 788 (800-1) | 2880-1¼ 788 (800-1¼) | NA | |

ELEV 2092




REIL Rwy 20 (L)
MIRL Rwy 2-20

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 194° M (006° G) | TDZE | 2092 |
| | Apt Elev | 2092 |

# RNAV (GPS) RWY 20

ARCTIC VILLAGE (ARC)(PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

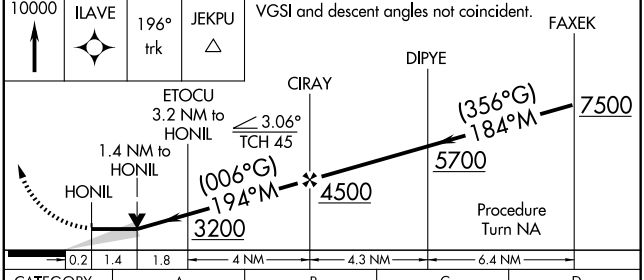
MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.75 | 135.0 225.4 | 122.1 | 122.9 L |

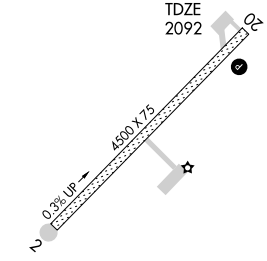
MSA HONIL 25 NM
7800
NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.
MV 026° E
GV 172° E
(IF) FAXEK
(IAF) SOCBO
5700 (356°G) 184°M (6.4)
7500 274°M (086°G) (7)
4500 (4.3)
(FAF) CIRAY
ETOCU 3.2 NM to HONIL
194°M (006°G)
2549±
(MAP) HONIL
2199±
ILAVE
10800 to SOCBO 021°M (193°G) (42.7)
10800 to SOCBO 345°M (157°G) (82.2)
DIPYE
OMEDE
MISSED APCH FIX
JEKPU
(310°G) 138°M 8 NM
318°M (130°G)
ELEV 2092

| 10000 | ILAVE | 196° trk | JEKPU |
|---|---|---|---|

VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2600-1 | 508 (600-1) | NA | |
| CIRCLING | 2700-1 | 608 (700-1) | NA | |

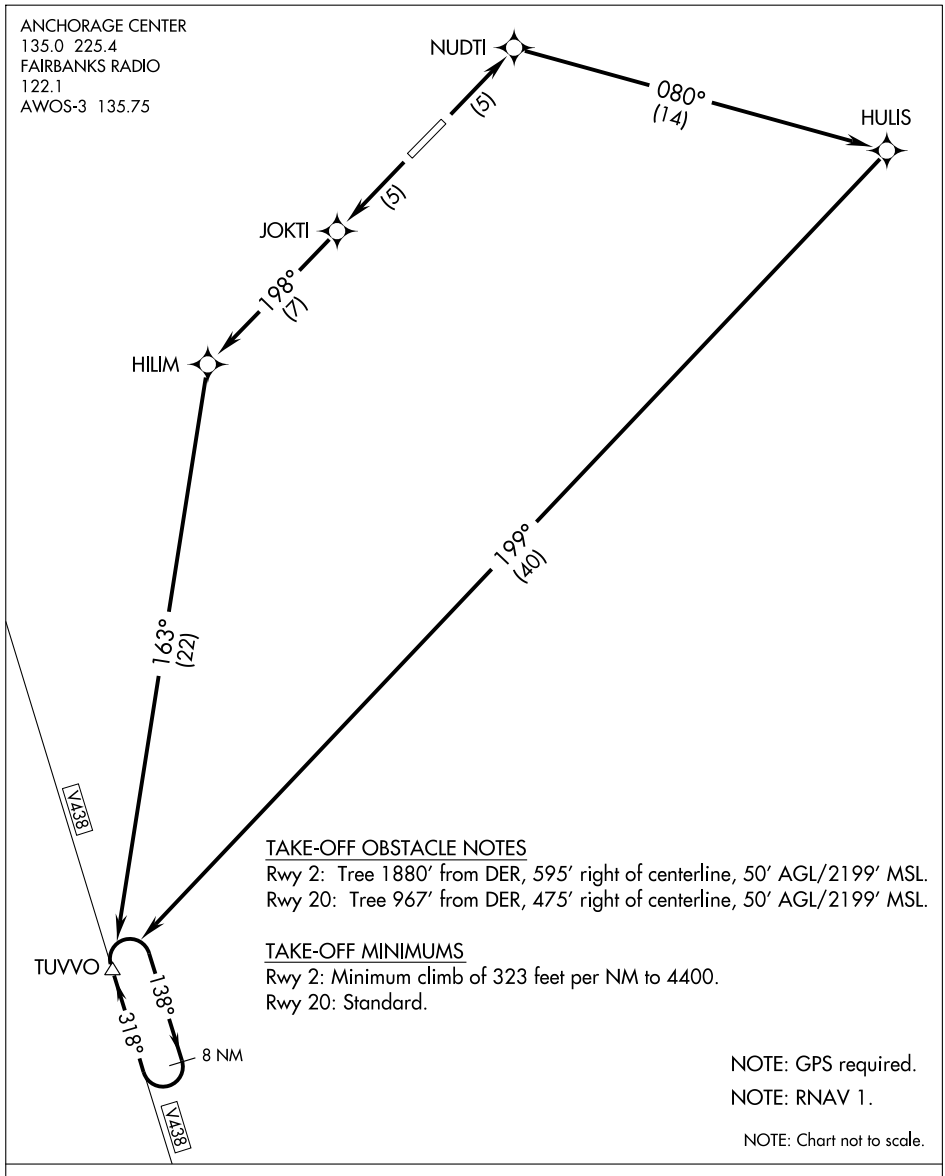



REIL Rwy 20 L
MIRL Rwy 2-20

AK. 08 APR 2010 to 03 JUN 2010

# TUVVO ONE DEPARTURE (RNAV) (OBSTACLE)






TAKE-OFF OBSTACLE NOTES

Rwy 2: Tree 1880′ from DER, 595′ right of centerline, 50′ AGL/2199′ MSL.
Rwy 20: Tree 967′ from DER, 475′ right of centerline, 50′ AGL/2199′ MSL.

TAKE-OFF MINIMUMS

Rwy 2: Minimum climb of 323 feet per NM to 4400.
Rwy 20: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

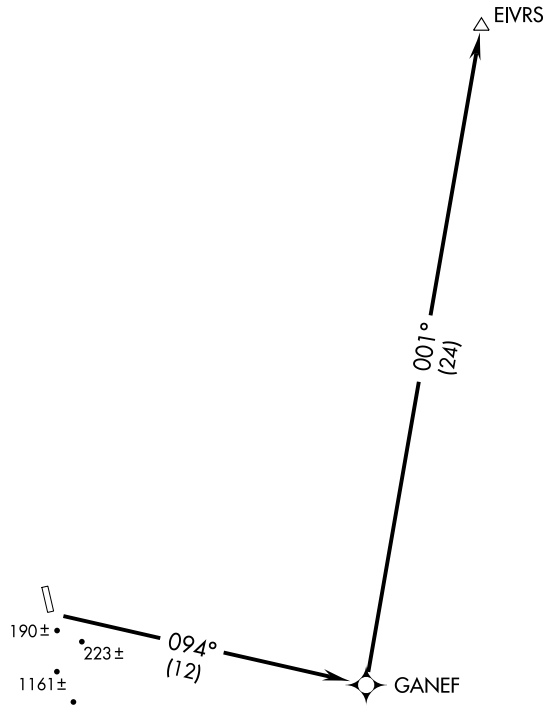
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKE-OFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6




NOTE:
1. GPS required.
2. RNAV 1.

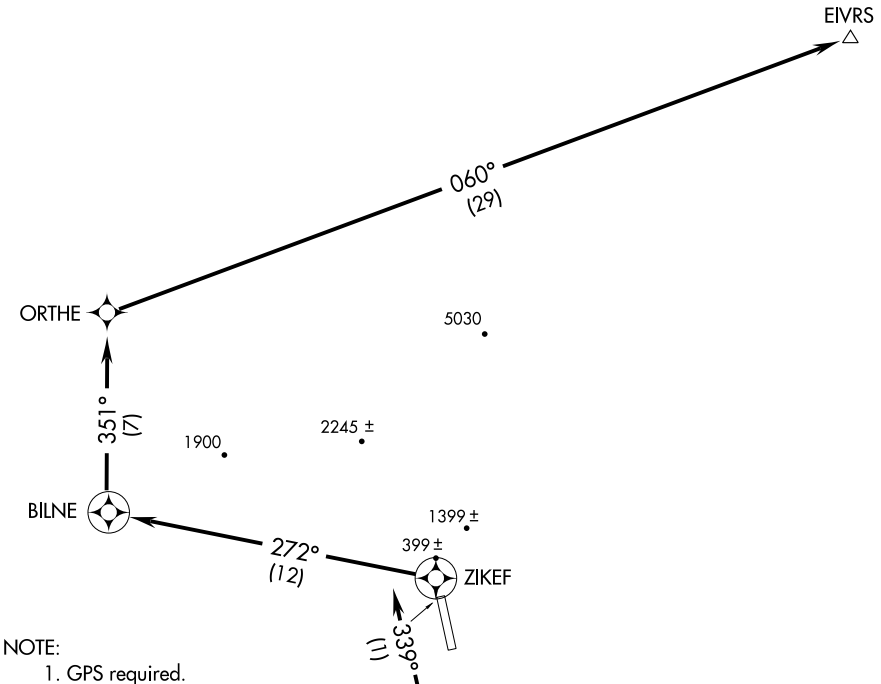
TAKE-OFF MINIMUMS
Rwy 15: 500-2.

NOTE: Procedure not authorized at night.

DEPARTURE ROUTE DESCRIPTION

Immediate climbing left turn to intercept 094° course to GANEF WP, then 001° course to EIVRS WP, climbing to 9000 or as assigned.

ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6




NOTE:
1. GPS required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 33: 600-2.

NOTE: Procedure not authorized at night.

DEPARTURE ROUTE DESCRIPTION

Climb to 9000 or assigned altitude via course 339° to ZIKEF WP, then 272° to BILNE WP, then 351° to ORTHE WP, and 060° to EIVRS WP, then on course.

# RNAV (GPS)-A

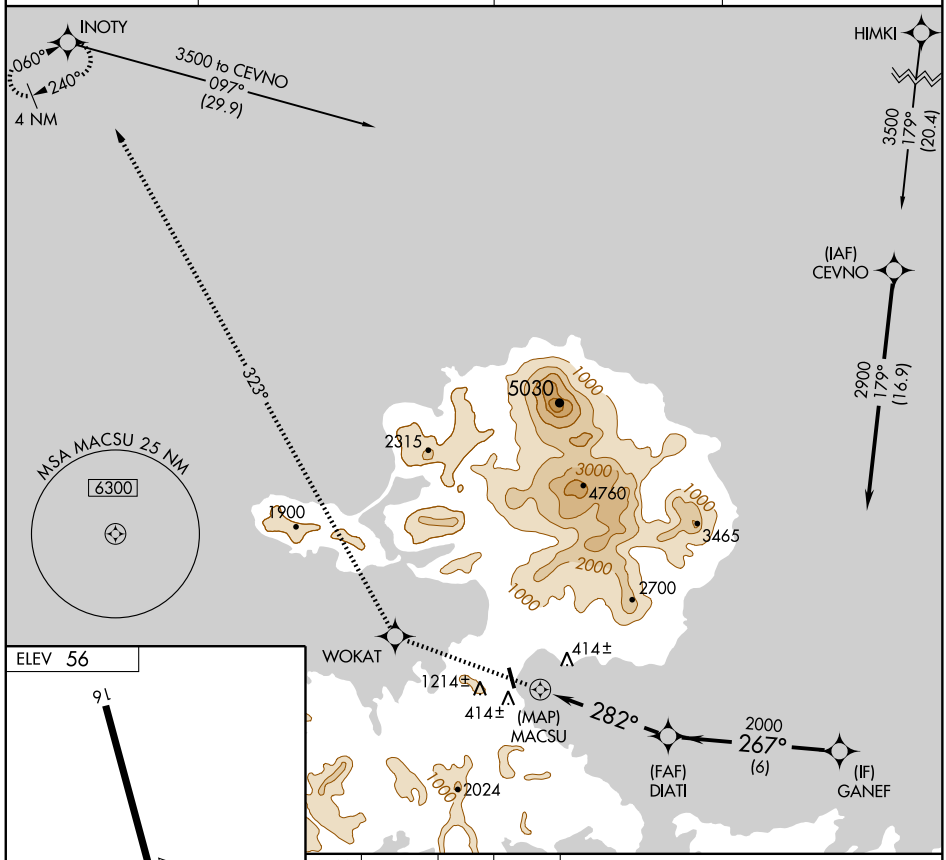
ATKA (AKA)(PAAK)

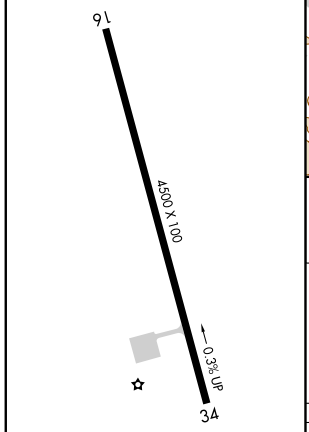
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 282° | TDZE | N/A |
| | Apt Elev | 56 |

Circling NA west of Rwy 16/34.
DME/DME RNP- 0.3 NA.
Procedure NA at night.

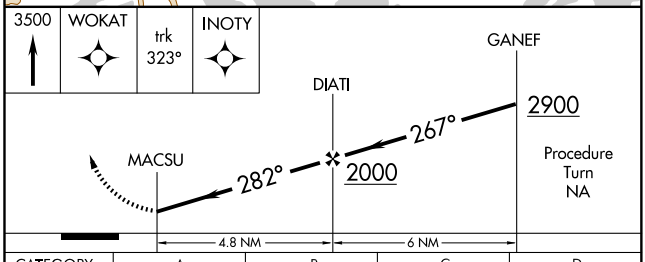
MISSED APPROACH: Climb to 3500 direct WOKAT and via track 323° to INOTY and hold.

| AWOS-3 | ANCHORAGE CENTER | GCO | CTAF |
|---|---|---|---|
| 135.55 | 121.4 | 122.15 | 122.9 |




REIL Rwys 16 and 34
MIRL Rwy 16-34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1¼<br>1224 (1300-1¼) | 1280-1½<br>1224 (1300-1½) | 1280-3<br>1224 (1300-3) | NA |

AK. 08 APR 2010 to 03 JUN 2010

| NDB ATK 350 | APP CRS 056° M (233° G) | Rwy Idg 4370<br>TDZE 96<br>Apt Elev 96 |
|---|---|---|

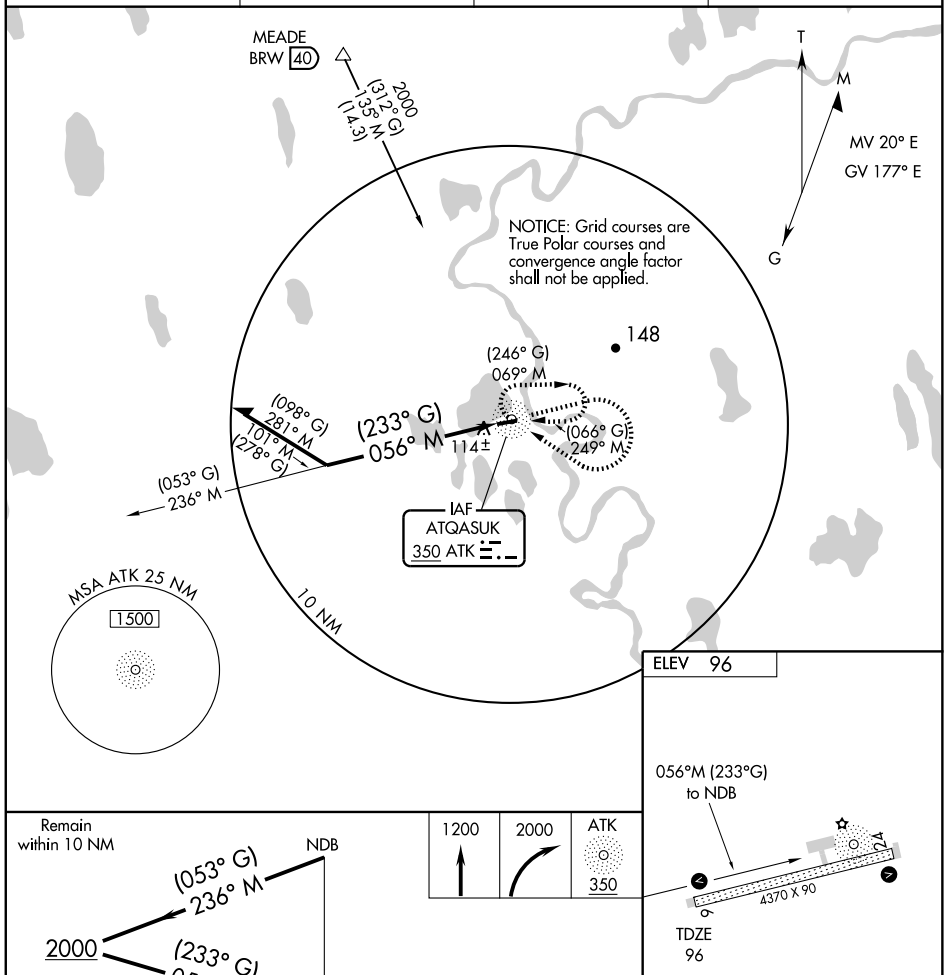
# NDB RWY 6

## ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

⚠ If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | BARROW RADIO | CTAF |
|---|---|---|---|
| 119.925 | 135.3 239.25 | 122.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 520-1 424 (500-1) | | 520-1¼ 424 (500-1¼) | NA |
| CIRCLING | 520-1 424 (500-1) | 560-1 464 (500-1) | 560-1½ 464 (500-1½) | NA |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| NDB ATK 350 | APP CRS 249° M (066° G) | Rwy Idg 4370<br>TDZE 96<br>Apt Elev 96 |
|---|---|---|

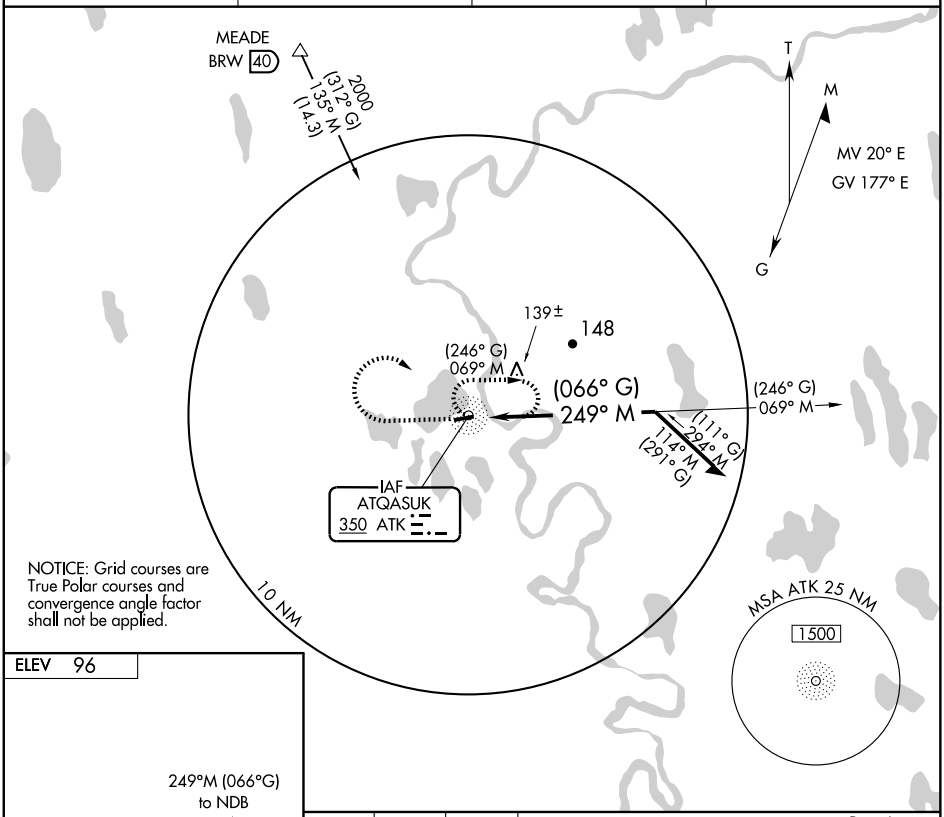
# NDB RWY 24

## ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

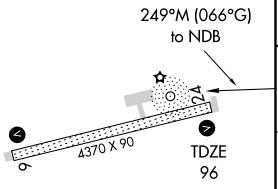
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

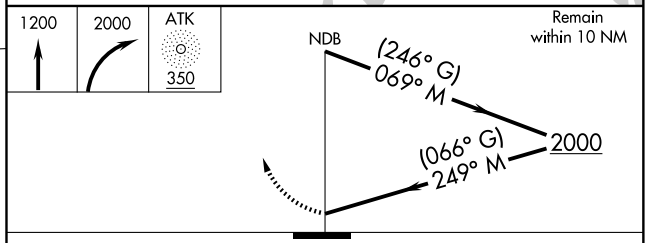
MISSED APPROACH: Climb to 1200 then right climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | BARROW RADIO | CTAF |
|---|---|---|---|
| 119.925 | 135.3 239.25 | 122.2 | 122.9 (L) |




ELEV 96




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 540-1 444 (500-1) | | 540-1¼ 444 (500-1¼) | NA |
| CIRCLING | 540-1 444 (500-1) | 560-1 464 (500-1) | 560-1½ 464 (500-1½) | NA |

REIL Rwys 6 and 24 (L)
MIRL Rwy 6-24 (L)

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4370 |
|---|---|---|
| 061° M | TDZE | 96 |
| (238° G) | Apt Elev | 96 |

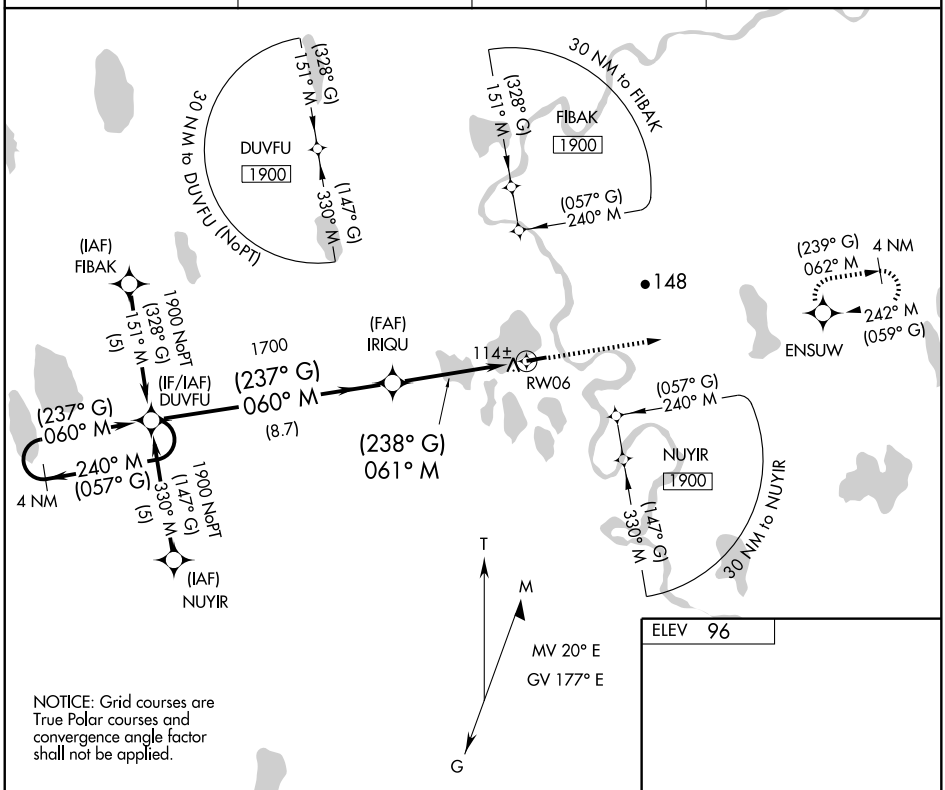
# RNAV (GPS) RWY 6

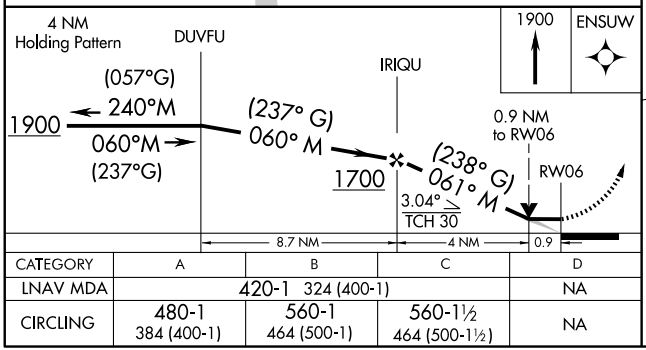
## ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

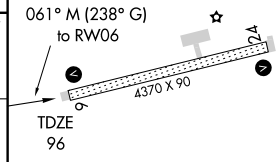
A DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting.

MISSED APPROACH: Climb to 1900 direct ENSUW and hold.

| ASOS | ANCHORAGE CENTER | BARROW RADIO | CTAF |
|---|---|---|---|
| 119.925 | 135.3 239.25 | 122.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 324 (400-1) | | | NA |
| CIRCLING | 480-1<br>384 (400-1) | 560-1<br>464 (500-1) | 560-1½<br>464 (500-1½) | NA |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4370 |
|---|---|---|
| 241° M | TDZE | 96 |
| (058° G) | Apt Elev | 96 |

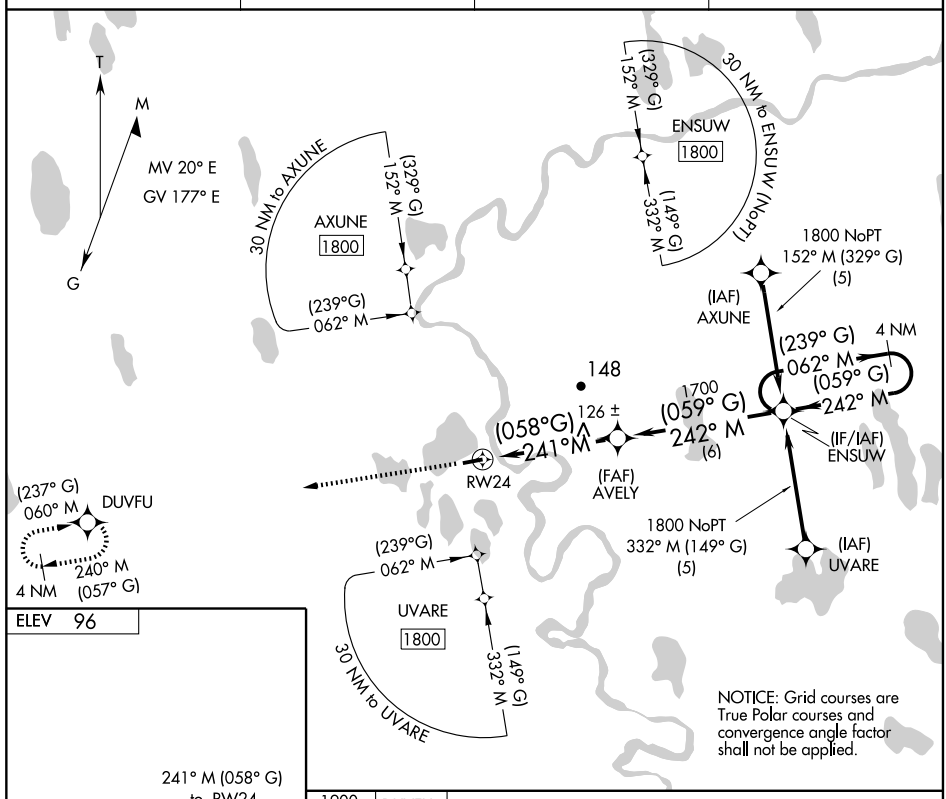
# RNAV (GPS) RWY 24

## ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

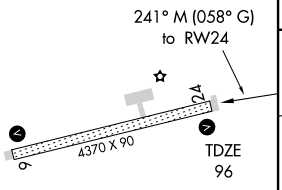
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting

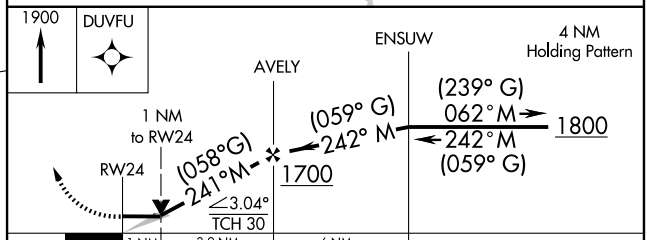
MISSED APPROACH: Climb to 1900 direct DUVFU and hold.

| ASOS | ANCHORAGE CENTER | BARROW RADIO | CTAF |
|---|---|---|---|
| 119.925 | 135.3 239.25 | 122.2 | 122.9 L |




ELEV 96




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 344 (400-1) | | | NA |
| CIRCLING | 480-1 384 (400-1) | 560-1 464 (500-1) | 560-1½ 464 (500-1½) | NA |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 245° M | TDZE | 35 |
| (067° G) | Apt Elev | 44 |

# GPS RWY 24

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

NA

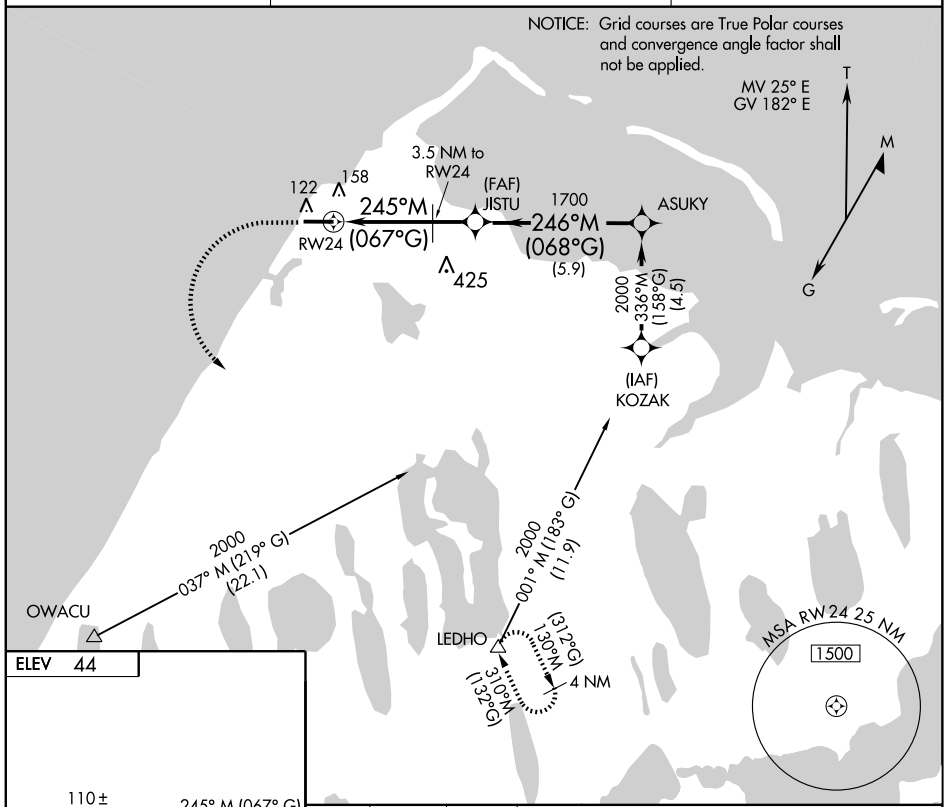
Cat A circling NA north of Rwy 6-24.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct LEDHO and hold.

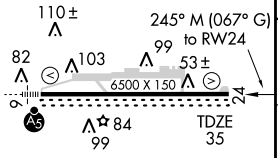
| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |

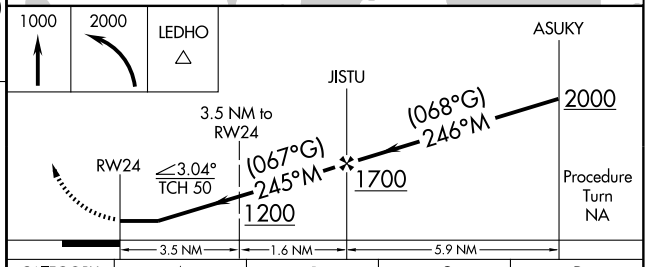
NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

MV 25° E
GV 182° E




ELEV 44




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 360-1 325 (400-1) | | | |
| CIRCLING | 420-1 376 (400-1) | 500-1 456 (500-1) | 540-1½ 496 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-BRW | APP CRS | Rwy Idg 6500 |
|---|---|---|
| 109.1 | 065° M | TDZE 44 |
| Chan 28 | (247° G) | Apt Elev 44 |

# ILS or LOC/DME RWY 6

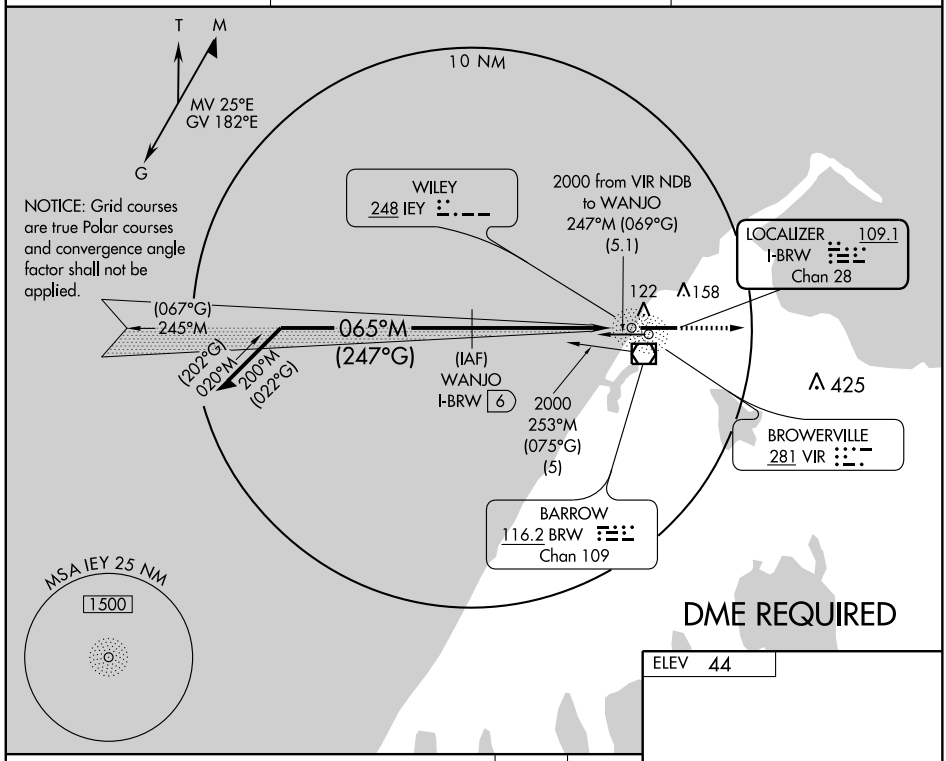
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

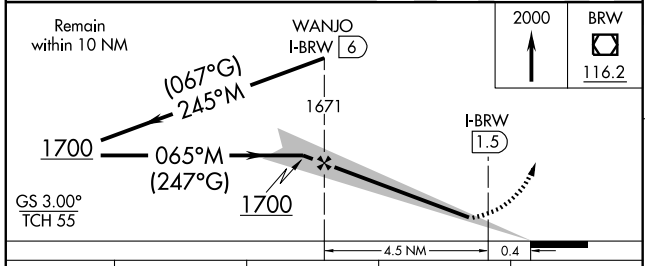
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
Cat A circling NA north of Rwy 6-24

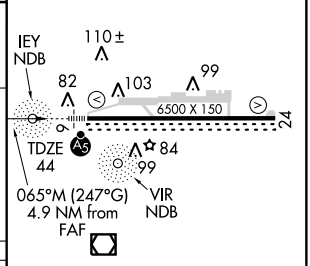
MALSR

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | *244/24 200 (200-½) | | | |
| S-LOC 6 | 320/24 276 (300-½) | | | 320/40 276 (300-¾) |
| CIRCLING | 420-1 376 (400-1) | 500-1 456 (500-1) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-BRW | APP CRS | Rwy Idg 6500 |
|---|---|---|
| 109.1 | 245°M | TDZE 35 |
| Chan 28 | (067°G) | Apt Elev 44 |

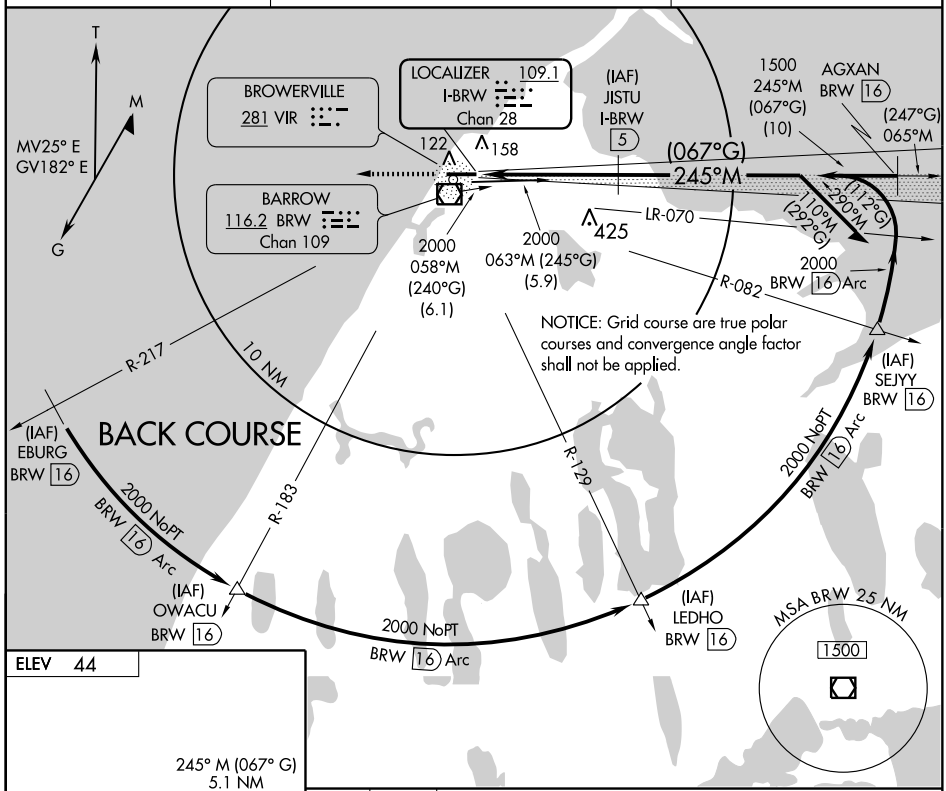
# LOC/DME BC RWY 24

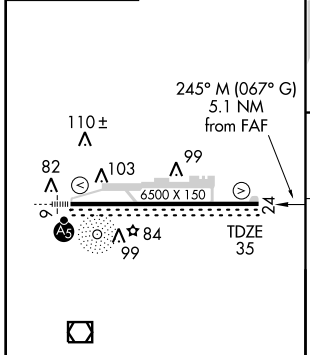
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

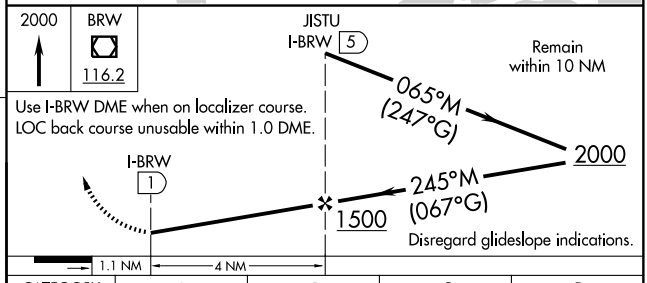
Cat A circling NA north of Rwy 6-24.

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 300-1¼ 265 (300-1¼) | | | |
| CIRCLING | 420-1¼ 376 (400-1¼) | 500-1¼ 456 (500-1¼) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| NDB IEY 248 | APP CRS 065° M (247° G) | Rwy Idg 6500<br>TDZE 44<br>Apt Elev 44 |
|---|---|---|

# NDB RWY 6

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

DME is colocated with I-BRW localizer.
Inoperative table does not apply to Non-DME S-6 Cat C.

MALSR

MISSED APPROACH: Climb to 2000 then direct VIR NDB.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M G

MV 25° E
GV 182° E

IAF WILEY
248 IEY

2000 from VIR NDB to IEY NDB
267°M (089° G)
(0.5)

LOCALIZER 109.1
I-BRW
Chan 28

I-BRW
3

179 ±
122
158

245°M
(067°G)

065° M
(247° G)

202°G)
020°M
200°M
022°G)

2000 from BRW VOR/DME to IEY NDB
306°M (128° G)
(0.8)

425

BROWERVILLE
281 VIR

BARROW
116.2 BRW
Chan 109

10 NM

MSA IEY 25 NM
1500

Remain within 10 NM

WILEY NDB

(067° G)
245°M

1500

I-BRW
3

065°M
(247° G)

460

2000

VIR
281

ELEV 44

065° M (247° G) to IEY NDB

110 ±
82
103
99
6500 X 150
24
84
100 ±
99
TDZE 44
VIR NDB

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 460/40 416 (500-¾) | | 460/60 416 (500-1¼) | |
| CIRCLING | 460-1 416 (500-1) | 500-1 456 (500-1) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |
| DME MINIMA | | | | |
| S-6 | 400/40 356 (400-¾) | | | 400/60 356 (400-1¼) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| NDB IEY 248 | APP CRS 245° M (067° G) | Rwy Idg 6500<br>TDZE 35<br>Apt Elev 44 |
|---|---|---|

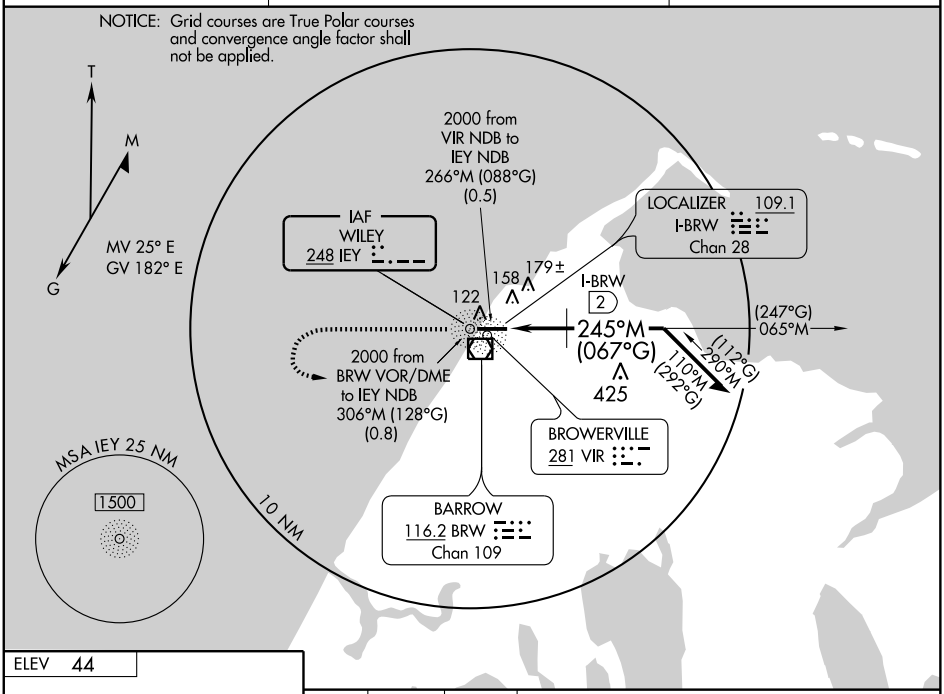
# NDB RWY 24

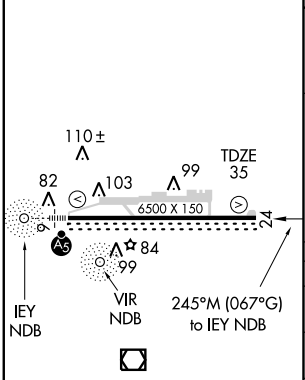
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

⚠ DME is colocated with I-BRW localizer.

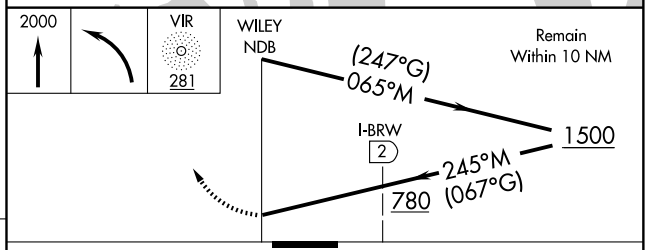
MISSED APPROACH: Climb to 2000 then left turn direct VIR NDB.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




REIL Rwy 24
HIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 780-1<br>745 (800-1) | 780-1¼<br>745 (800-1¼) | 780-2¼<br>745 (800-2¼) | 780-2½<br>745 (800-2½) |
| CIRCLING | 780-1<br>736 (800-1) | 780-1¼<br>736 (800-1¼) | 780-2¼<br>736 (800-2¼) | 780-2½<br>736 (800-2½) |
| DME MINIMUMS | | | | |
| S-24 | 480-1 445 (500-1) | | 480-1¼<br>445 (500-1¼) | 480-1½<br>445 (500-1½) |
| CIRCLING | 480-1<br>436 (500-1) | 500-1<br>456 (500-1) | 500-1½<br>456 (500-1½) | 600-2<br>556 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 065°M (247°G) | TDZE | 44 |
| | Apt Elev | 44 |

# RNAV (GPS) RWY 6

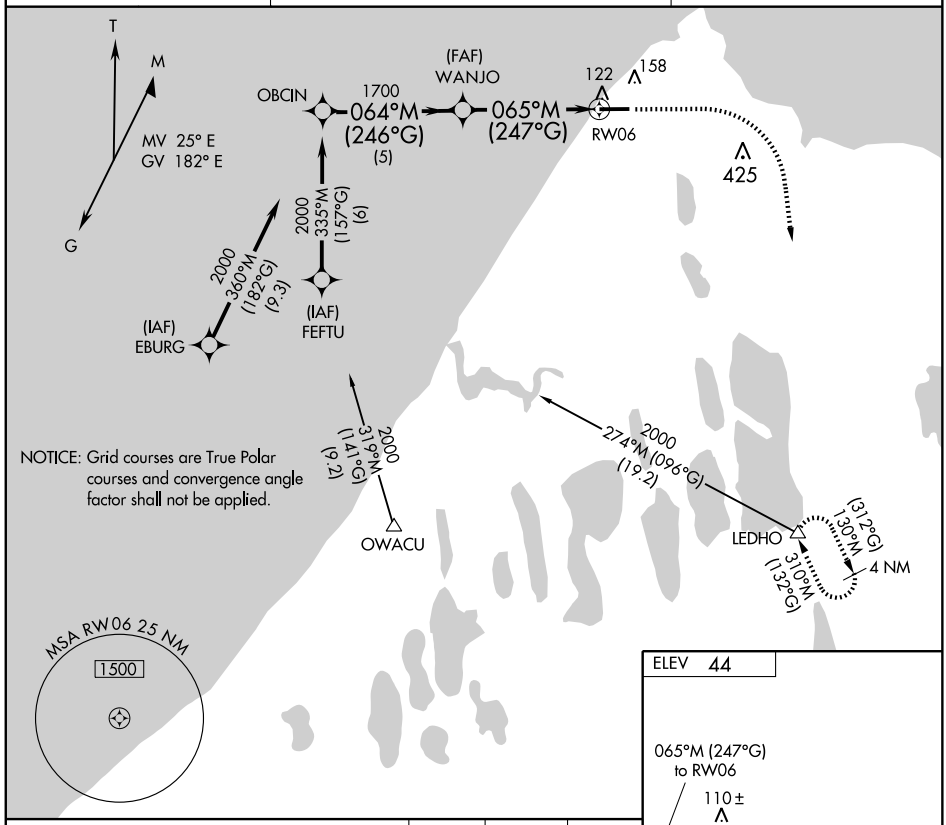
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

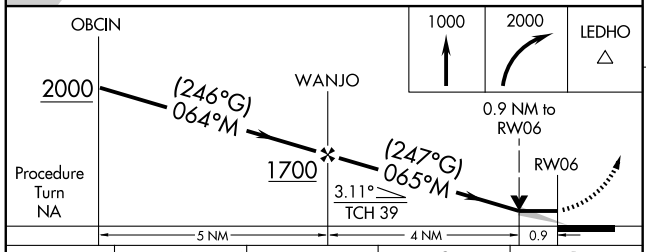
NA — Cat A circling NA north of Rwy 6-24. DME/DME RNP- 0.3 NA.

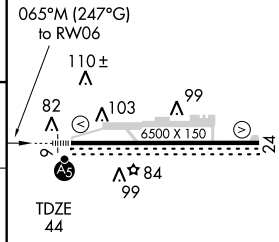
MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct LEDHO and hold.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380/40 336 (400-¾) | | | 380/50 336 (400-1) |
| CIRCLING | 420-1 376 (400-1) | 500-1 456 (500-1) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME BRW | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 116.2 | 220° M | TDZE | 35 |
| Chan 109 | (042° G) | Apt Elev | 44 |

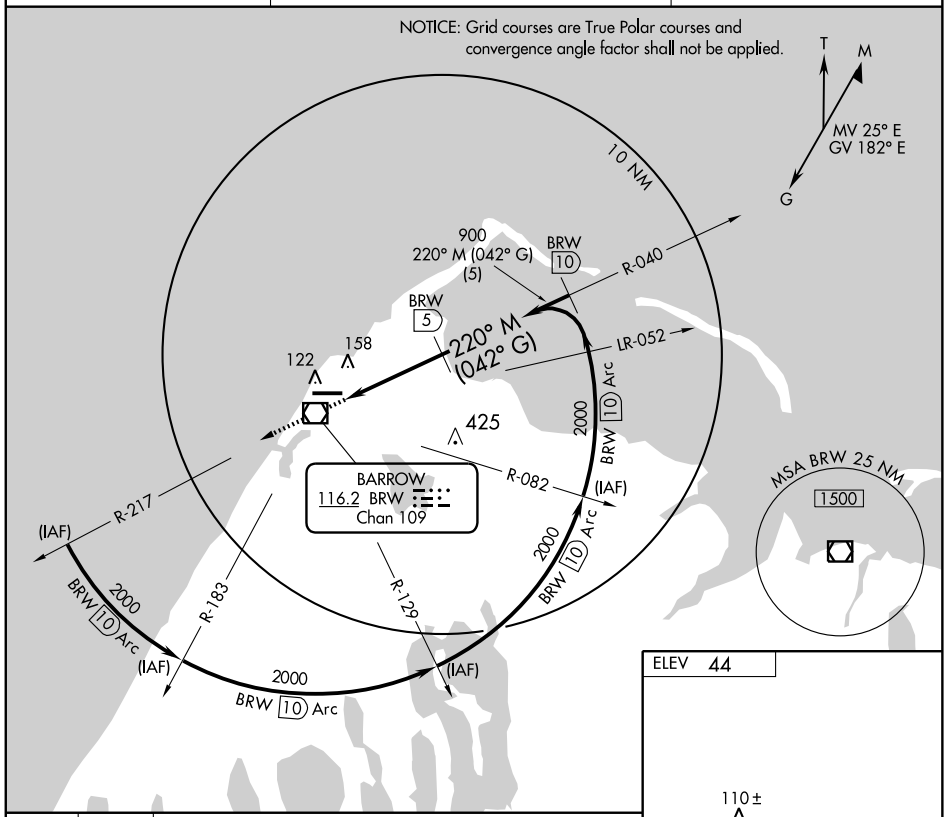
# VOR/DME RWY 24

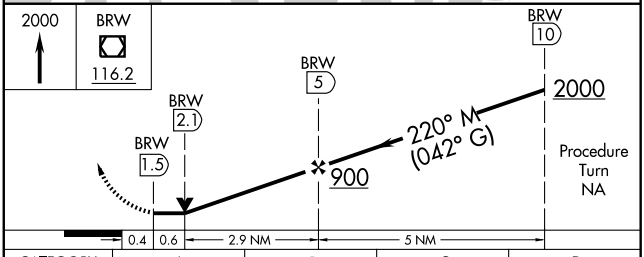
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

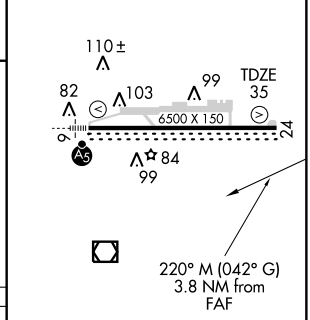
Cat A circling NA north of Rwy 6-24.

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 420-1 385 (400-1) | | | 420-1¼ 385 (400-1¼) |
| CIRCLING | 420-1 376 (400-1) | 500-1 456 (500-1) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK, 08 APR 2010 to 03 JUN 2010

BARROW, ALASKA

AL-5463 (FAA)

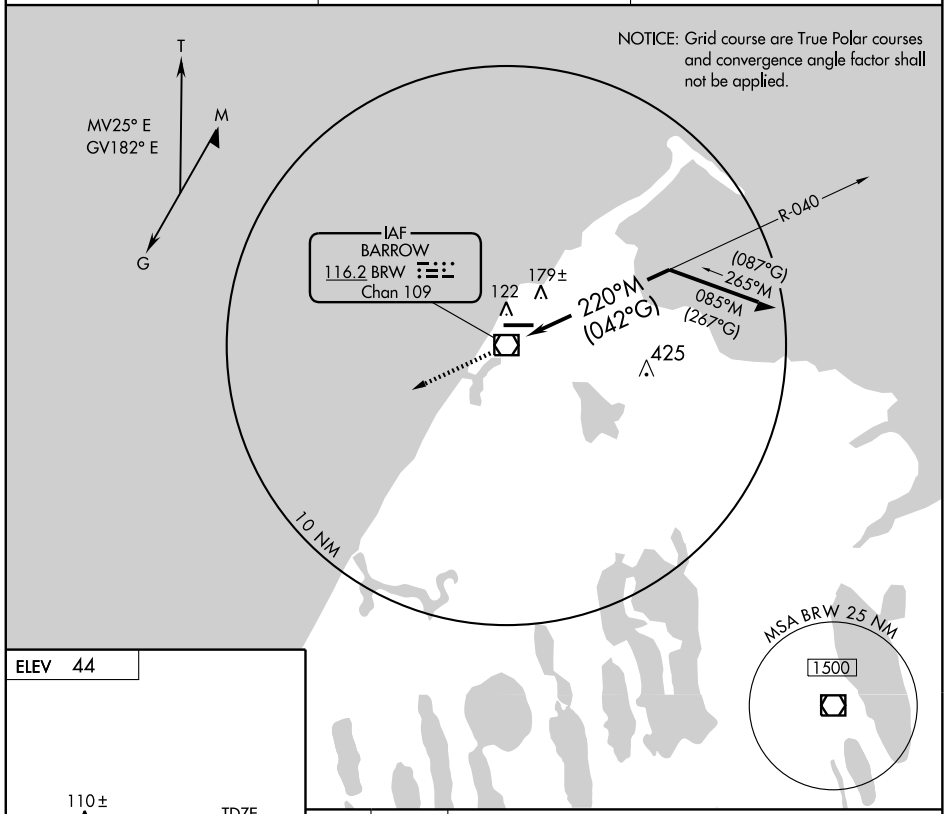
| VOR/DME BRW | APP CRS | Rwy Idg 6500 |
|---|---|---|
| 116.2 | 220°M | TDZE 35 |
| Chan 109 | (042°G) | Apt Elev 44 |

# VOR RWY 24

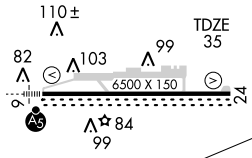
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

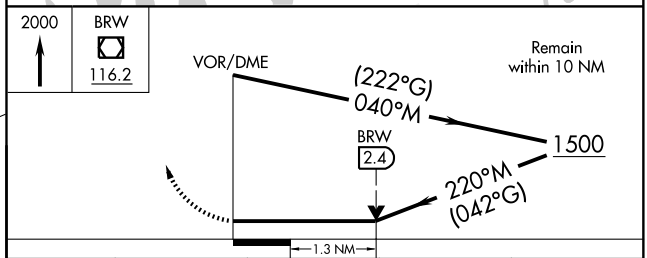
| ASOS | ANCHORAGE CENTER | BARROW RADIO |
|---|---|---|
| 132.15 | 135.3 239.25 | 123.6 (CTAF) L |




ELEV 44




220° M (042°G)
to BRW VOR/DME




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 480-1 445 (500-1) | | 480-1¼ 445 (500-1¼) | 480-1½ 445 (500-1½) |
| CIRCLING | 480-1 436 (500-1) | 500-1 456 (500-1) | 500-1½ 456 (500-1½) | 600-2 556 (600-2) |

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4820 |
|---|---|---|
| 066° M | TDZE | 2 |
| (237° G) | Apt Elev | 2 |

# RNAV (GPS) RWY 7

BARTER ISLAND LRRS (BTI)(PABA)

DME/DME RNP 0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct NEGIE and hold.

| AWOS-3 | ANCHORAGE CENTER | DEADHORSE RADIO | BARTER ISLAND RADIO | |
|---|---|---|---|---|
| 120.0 | 120.6 | 122.0 | 126.2 (CTAF) | 122.8 L |

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M MV 27°E GV 171°E G

(IAF) FOLEL
2000 NoPT 155°M (326°G) (5)
(IF/IAF) ROCES
(236°G) 065°M
245°M (056°G)
4 NM
1600 (236°G) 065°M (6.2)
(FAF) NAKEK
(237°G) 066°M
(MAP) EVUCI
207
(326°G) 155°M
30 NM to FOLEL
2000 FOLEL
(056°G) 245°M
(237°G) 066°M 4 NM
246°M (057°G)
NEGIE
2000 NoPT 335°M (146°G) (5)
(IAF) UCUBA
(056°G) 245°M
2000 UCUBA
13 NM to UCUBA
30 NM to UCUBA
(146°G) 335°M
4600
30 NM to ROCES (NoPT)
155°M (326°G)
2000 ROCES
(214°G) 043°M
18 NM (NoPT)
6700
30 NM to ROCES
335°M (146°G)
357

ELEV 2

4 NM Holding Pattern
ROCES
(056°G) 245°M
2000
065°M (236°G)
NAKEK
(236°G) 065°
1600
(237°G) 066°M
1 NM to EVUCI
EVUCI
3.04°
TCH 38
2000 NEGIE

46
25
4820 X 100
TDZE 2

6.2 NM 3.3 NM 1.0 0.5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 518 (600-1) | 520-1½ 518 (600-1½) | 520-1¾ 518 (600-1¾) |
| CIRCLING | 560-1 | 558 (600-1) | 560-1½ 558 (600-1½) | 560-2 558 (600-2) |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4820 |
|---|---|---|
| 246° M (057° G) | TDZE | 1 |
| | Apt Elev | 2 |

# RNAV (GPS) RWY 25

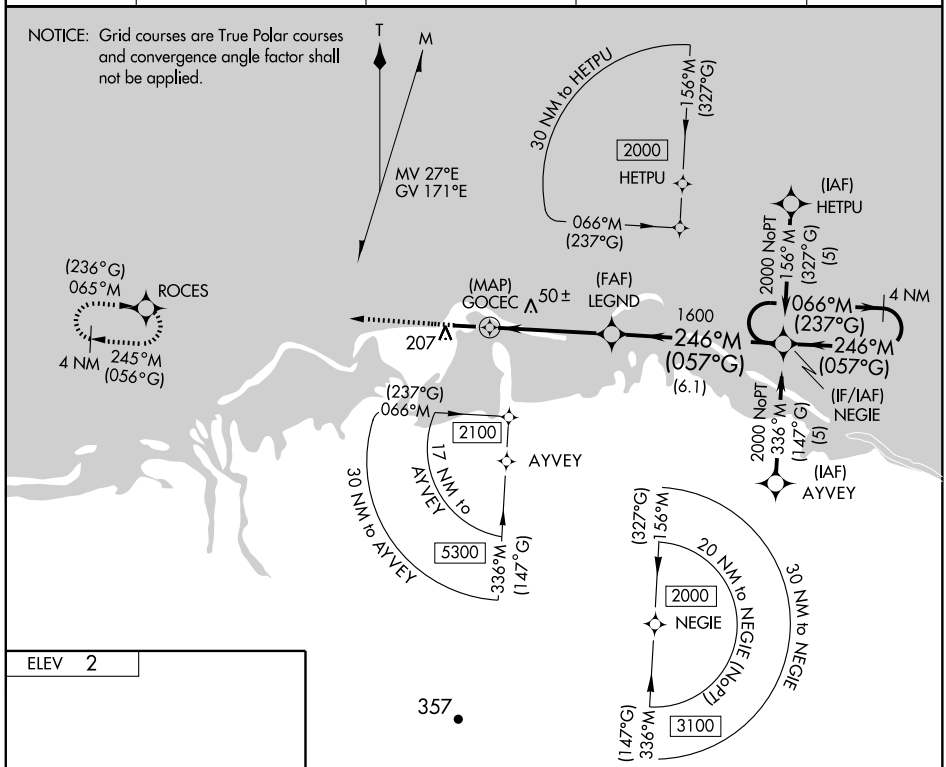
BARTER ISLAND LRRS (BTI)(PABA)

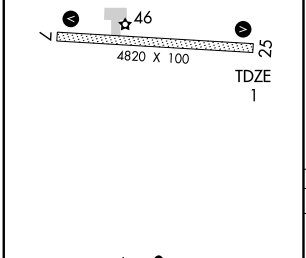
DME/DME RNP 0.3 NA.
When local altimeter setting not received, procedure NA.

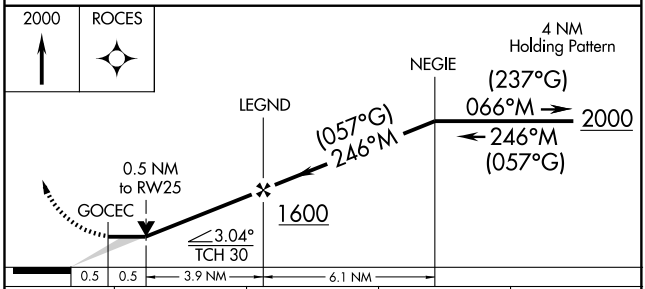
MISSED APPROACH: Climb to 2000 direct ROCES and hold.

| AWOS-3 | ANCHORAGE CENTER | DEADHORSE RADIO | BARTER ISLAND RADIO | |
|---|---|---|---|---|
| 120.0 | 120.6 | 122.0 | 126.2 (CTAF) | 122.8 L |

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 360-1 359 (400-1) | | | 360-1¼ 359 (400-1¼) |
| CIRCLING | 560-1 558 (600-1) | | 560-1½ 558 (600-1½) | 560-2 558 (600-2) |

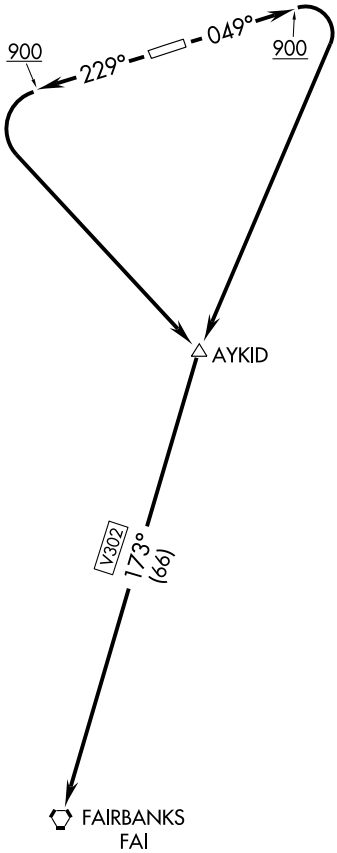
REIL Rwys 7 and 25 L
MIRL Rwy 7-25

AK. 08 APR 2010 to 03 JUN 2010

# FAIRBANKS ONE DEPARTURE (RNAV)



FORT YUKON AWOS-3
125.8
FAIRBANKS RADIO
122.1
CTAF
122.9




NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 5, 23: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Multiple trees beginning 229′ from DER, 262′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1263′ from DER, 373′ right of centerline, up to 60′ AGL/419′ MSL.
Vehicle on road 392′ from DER, 9′ right of centerline, 10′ AGL/369′ MSL.

Rwy 23: Multiple trees beginning 1259′ from DER, 374′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1277′ from DER, 366′ left of centerline, up to 60′ AGL/419′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 049° to 900′, then right turn direct AYKID, then via depicted route, Thence ....

TAKE-OFF RUNWAY 23: Climb heading 229° to 900′, then left turn direct AYKID, then via depicted route, Thence ....

.... maintain 7000 or as assigned by ATC.

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 5

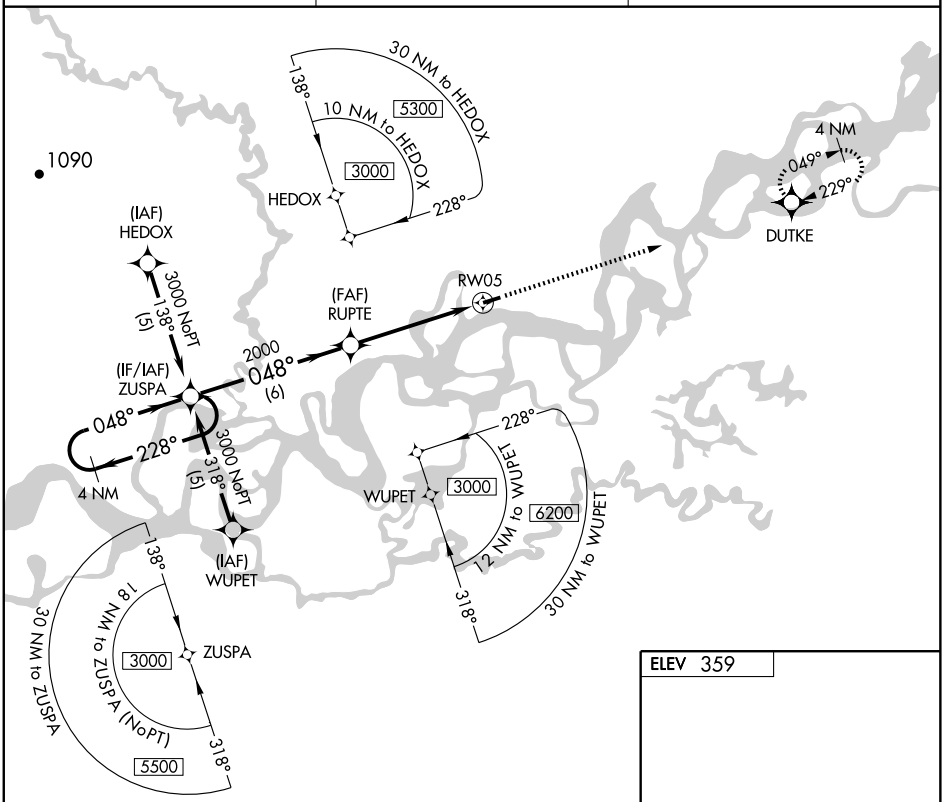
BEAVER (WBQ)(PAWB)

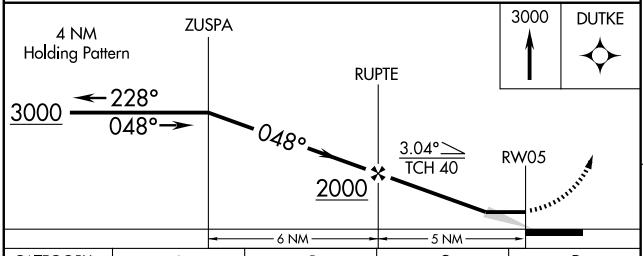
| APP CRS | Rwy Idg | 3954 |
|---|---|---|
| 048° | TDZE | 359 |
| | Apt Elev | 359 |

DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

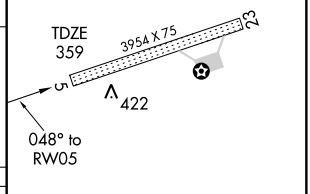
MISSED APPROACH: Climb to 3000 direct DUTKE and hold.

| FORT YUKON AWOS-3 | FAIRBANKS RADIO | CTAF |
|---|---|---|
| 125.8 | 122.1 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 521 (600-1) | | 880-1½ 521 (600-1½) | NA |
| CIRCLING | 920-1 561 (600-1) | | 920-1½ 561 (600-1½) | NA |




MIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

BEAVER, ALASKA

AL-10233 (FAA)

| APP CRS | Rwy Idg | 3954 |
|---|---|---|
| 229° | TDZE | 359 |
| | Apt Elev | 359 |

# RNAV (GPS) RWY 23

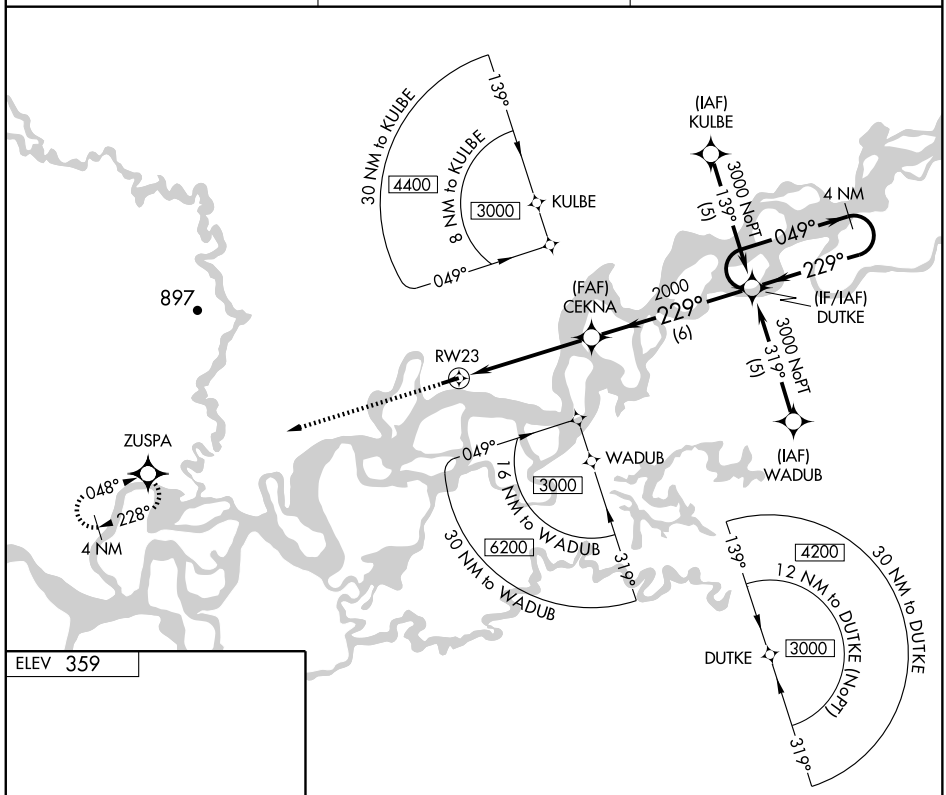
BEAVER (WBQ)(PAWB)

NA

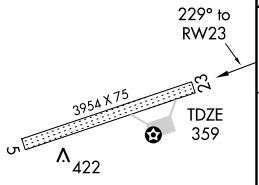
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

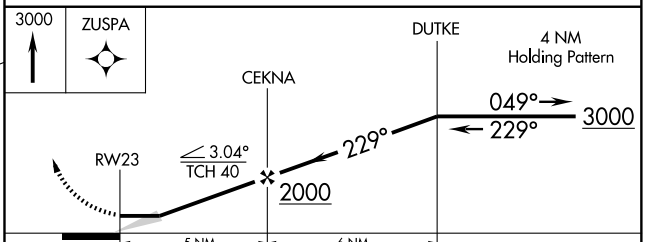
MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

| FORT YUKON AOS-3 | FAIRBANKS RADIO | CTAF |
|---|---|---|
| 125.8 | 122.1 | 122.9 L |




ELEV 359




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 501 (600-1) | | 860-1½ 501 (600-1½) | NA |
| CIRCLING | 920-1 561 (600-1) | | 920-1½ 561 (600-1½) | NA |

MIRL Rwy 5-23 L

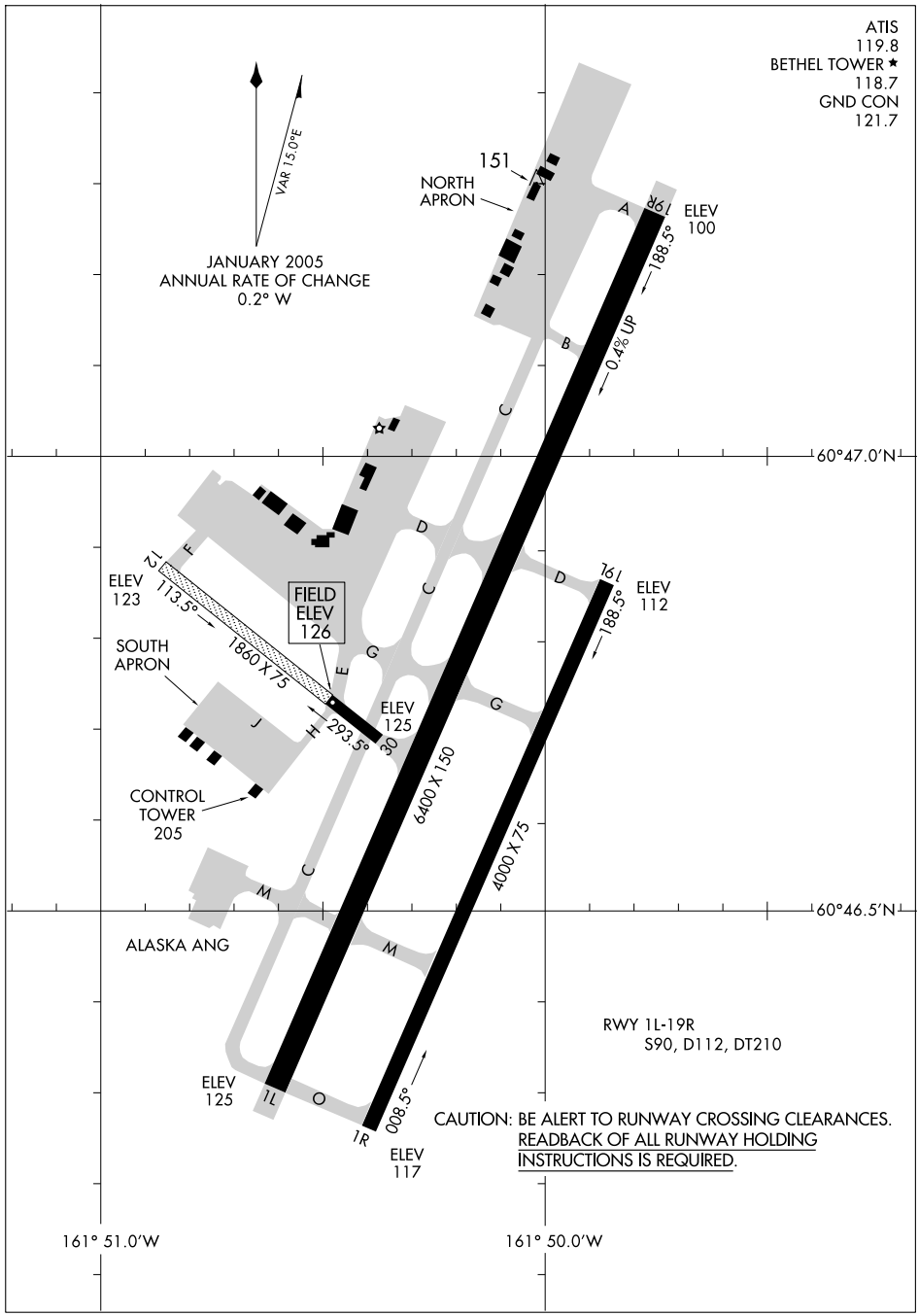
AK, 08 APR 2010 to 03 JUN 2010

09351

# AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET) (PABE)
BETHEL, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

BETHEL, ALASKA

| LOC/DME I-BET | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 111.5 | 189° | TDZE | 118 |
| Chan 52 | | Apt Elev | 126 |

# ILS or LOC/DME RWY 19R

AL-5001 (FAA)

BETHEL (BET)(PABE)

T Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase S-LOC 19R Cat D visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A6)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER * | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |

ALTERNATE MISSED APCH FIX

039° 219°

OSCARVILLE
251 OSE

DME REQUIRED

10 NM

1800 NoPT
BET 12 Arc

144°
324°
009°

(IF)
CATUB
I-BET 13.2

1800 — LR-358
189°
(6.8)
LR-019

1800 NoPT
BET 12 Arc

(IAF)
ROLLR
BET 12

097°
277°
R-277

OSCARVILLE
251 OSE

(IAF)
KUSKM
I-BET 6.4

4800
022° (5.6)

1800 to KUSKM
007° (5.2)

R-067

(IAF)
WEEKE
BET 12

296
ZOBOP
I-BET 1.9
159

380

LOCALIZER 111.5
I-BET
Chan 52

BETHEL
114.1 BET
Chan 88

MSA BET 25 NM
1400
270°
2200
360°

ELEV 126

189° 5.1 NM
from FAF

151
118
TDZE
118

166
185±
0.4% UP

19R
19L
1R
1L

1860 X 75
6400 X 150
4000 X 75

205

REIL Rwy 1L L
MIRL Rwy 12-30 L
HIRL Rwy 1L-19R L

700
2000
BET
R-277
ROLLR

VGSI and ILS glidepath not coincident.
Use I-BET DME when on localizer course.

KUSKM
I-BET 6.4

Remain within 10 NM

009°
1800
189°
1800
1800

ZOBOP
I-BET 1.9

GS 3.00°
TCH 52

0.6
4.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | *318/24 200 (200-½) | | | |
| S-LOC 19R | 380/24 262 (300-½) | | | 380/40 262 (300-¾) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 099° | TDZE | N/A |
| | Apt Elev | 126 |

# RNAV (GPS)-A

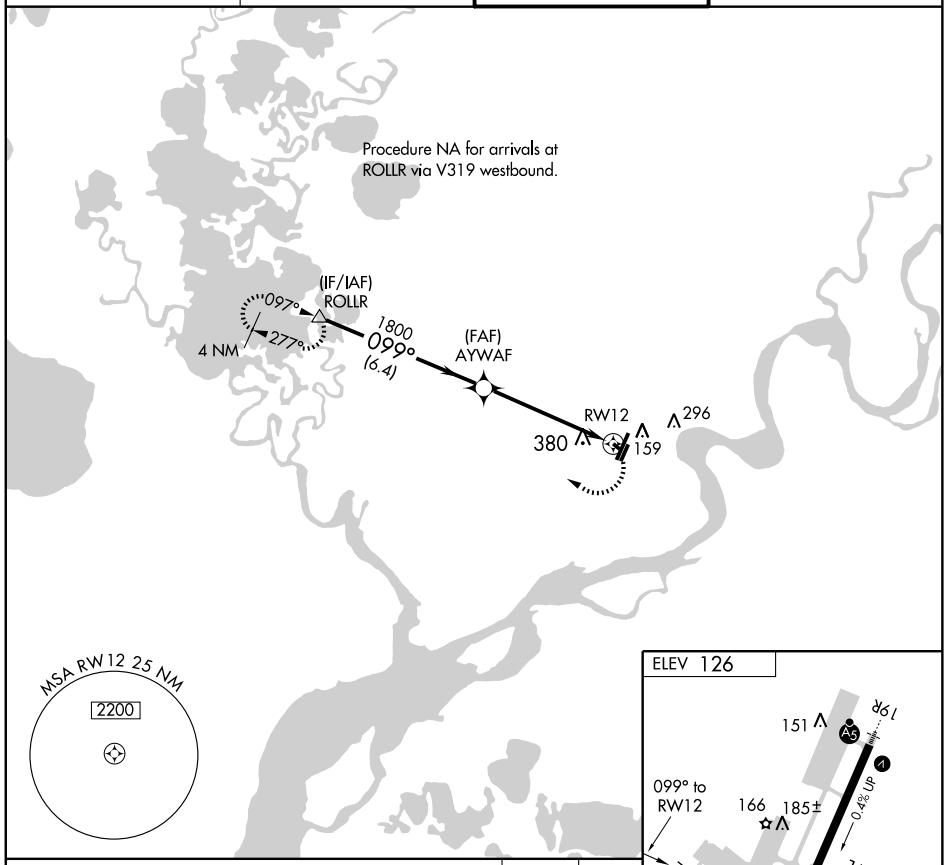
BETHEL(BET)(PABE)

Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.

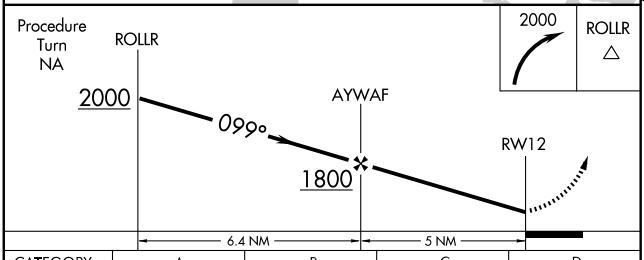
| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |

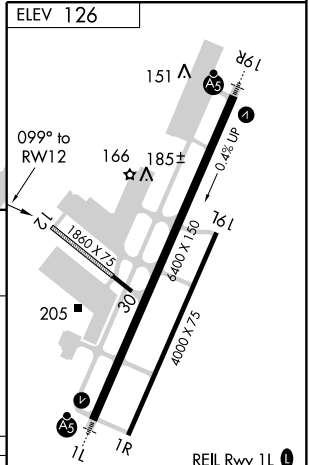
Procedure NA for arrivals at ROLLR via V319 westbound.










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 514 (600-1) | | 640-1½ 514 (600-1½) | 680-2 554 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| WAAS CH 42707 W01A | APP CRS 009° | Rwy Idg 6400 TDZE 125 Apt Elev 126 |
|---|---|---|

# RNAV (GPS) RWY 1L

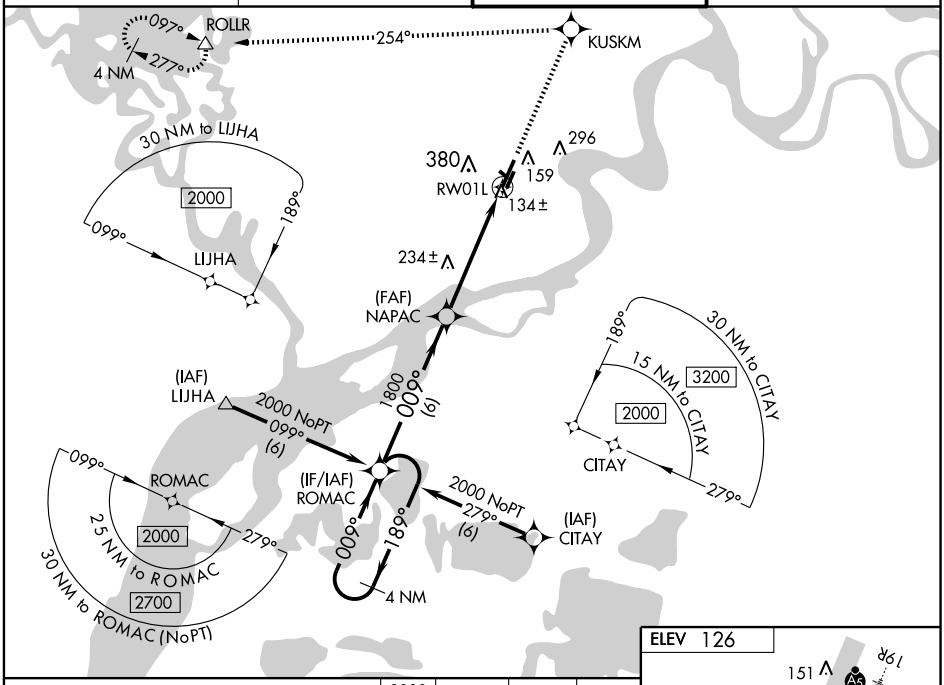
BETHEL (BET)(PABE)

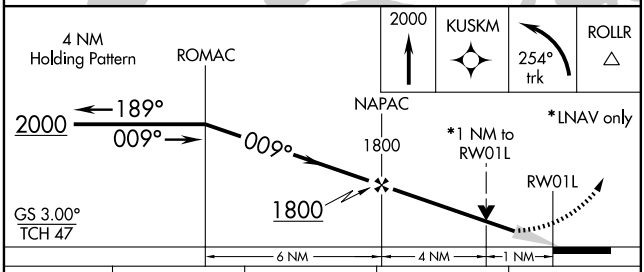
Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

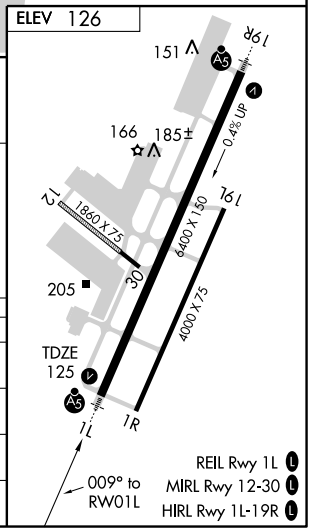
MISSED APPROACH: Climb to 2000 direct KUSKM and left turn via 254° track to ROLLR and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 375/24 250 (300-½) | | | |
| LNAV/VNAV DA | 553/50 428 (500-1) | | | |
| LNAV MDA | 500/24 375 (400-½) | | | 500/50 375 (400-1) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |




AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 009° | TDZE | 119 |
| | Apt Elev | 126 |

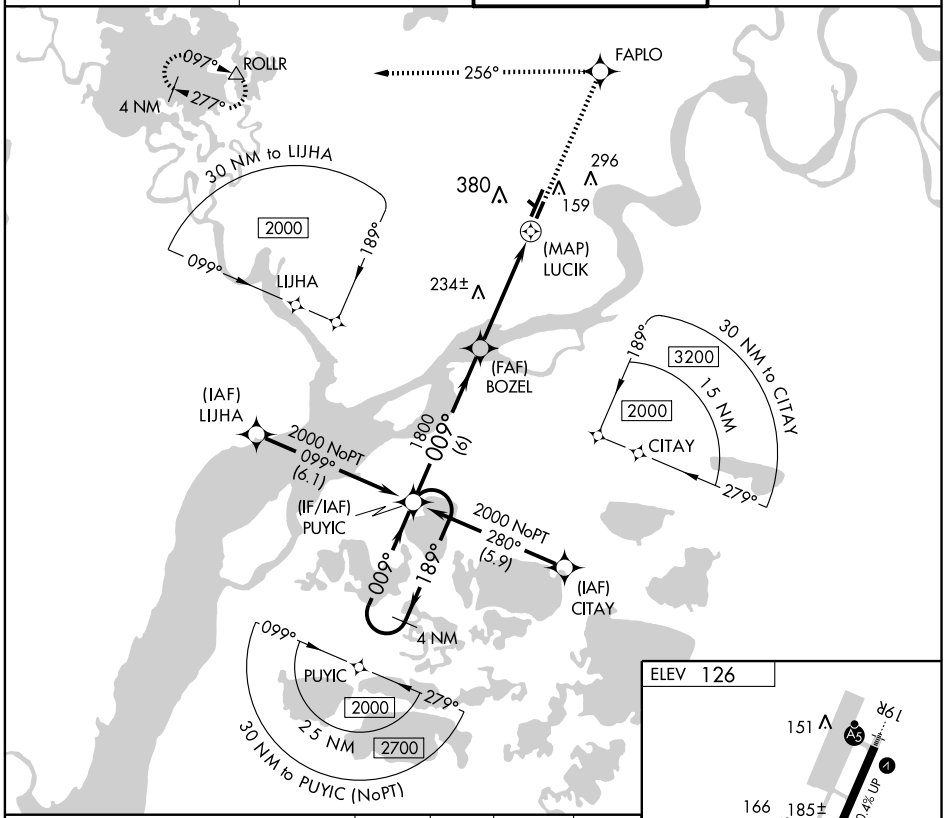
# RNAV (GPS) RWY 1R

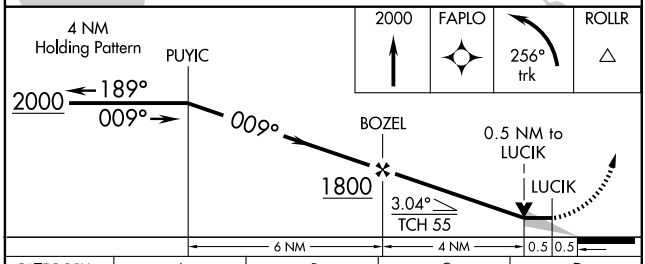
BETHEL (BET)(PABE)

Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

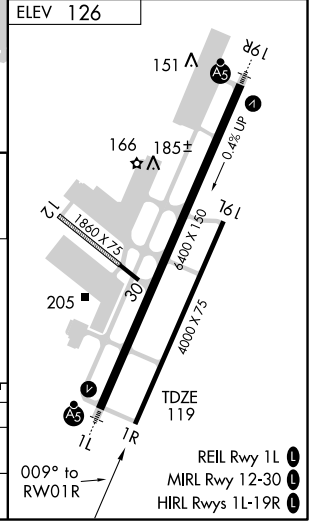
MISSED APPROACH: Climb to 2000 direct FAPLO then left turn via 256° track to ROLLR and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 381 (400-1) | | | 500-1¼ 381 (400-1¼) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |




AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 190° | TDZE | 119 |
| | Apt Elev | 126 |

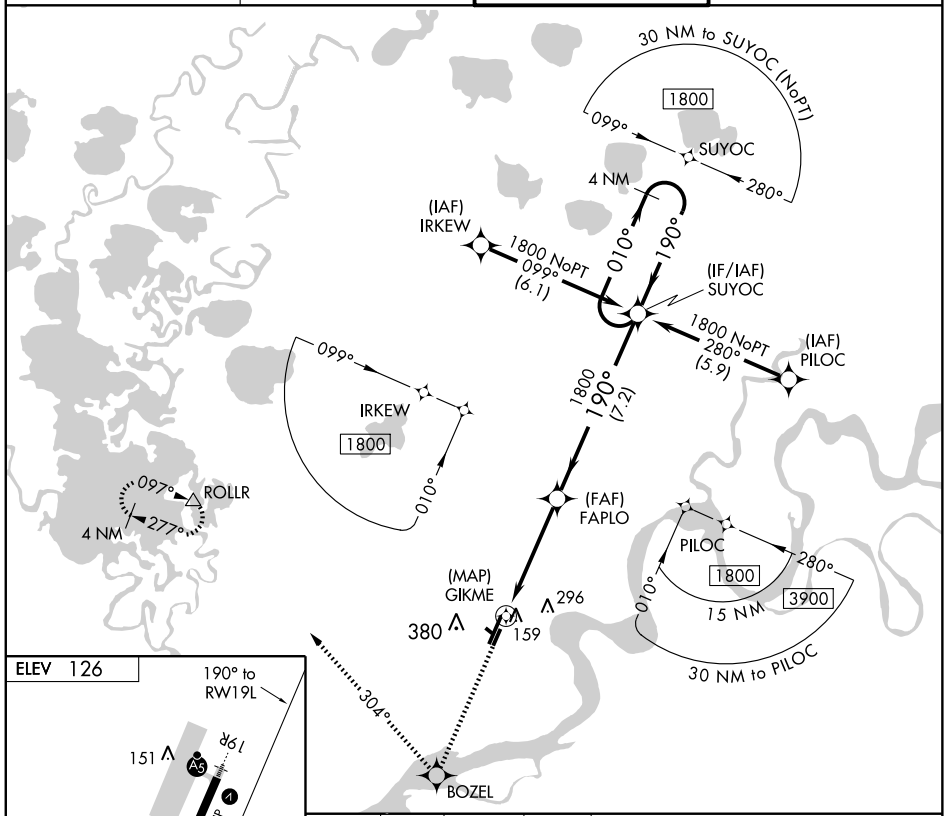
# RNAV (GPS) RWY 19L

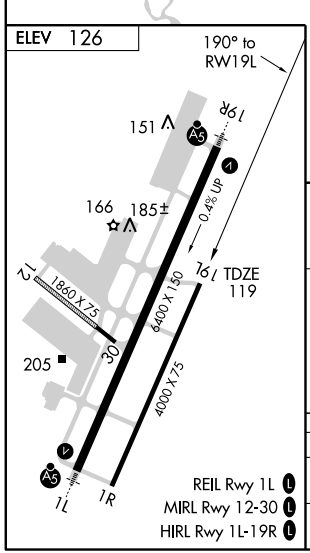
BETHEL (BET) (PABE)

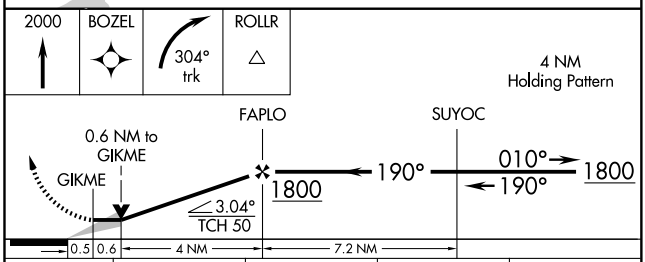
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct BOZEL and right turn via 304° track to ROLLR and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 401 (400-1) | | 520-1¼ 401 (400-¼) | |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg 6400 |
|---|---|---|
| CH 70507 | 190° | TDZE 118 |
| W19A | | Apt Elev 126 |

# RNAV (GPS) RWY 19R

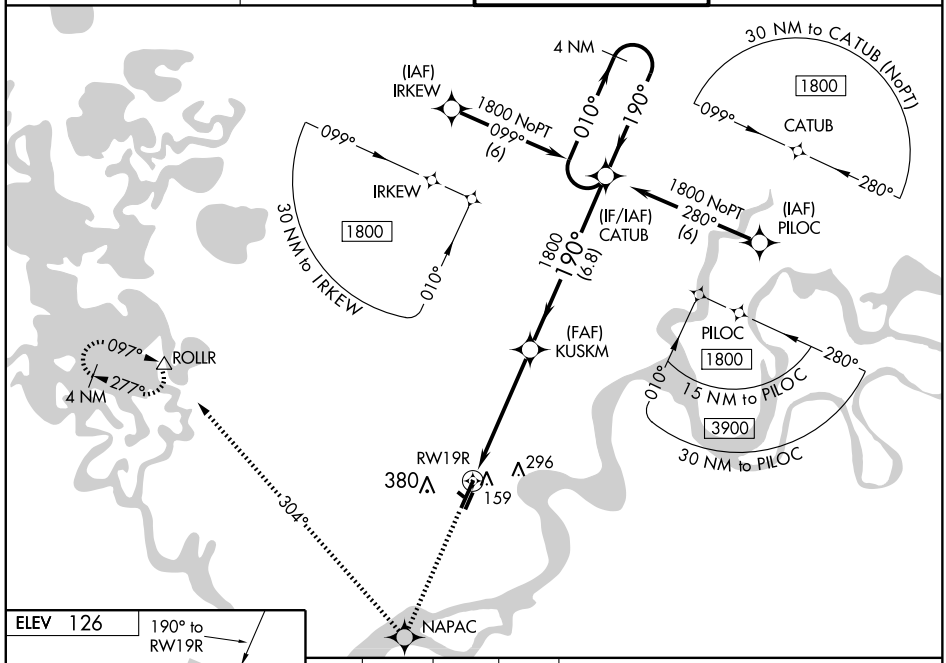
BETHEL (BET) (PABE)

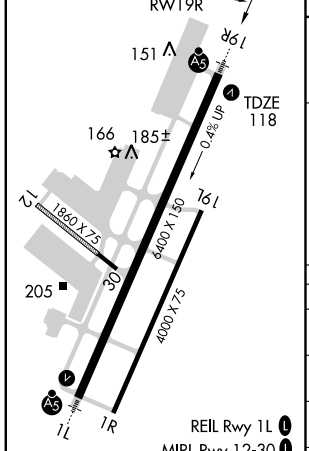
T Circling to Rwy 12-30 and 1R-19L NA at night.
W For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

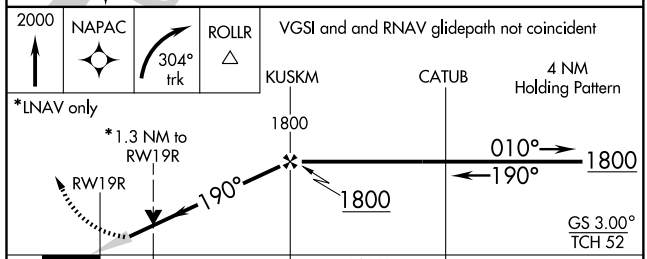
MALSR

MISSED APPROACH: Climb to 2000 direct NAPAC and right turn via 304° track to ROLLR and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 368/24 250 (300-½) | | | |
| LNAV/VNAV DA | 459/40 341 (400-¾) | | | |
| LNAV MDA | 560/24 442 (500-½) | | 560/40 442 (500-¾) | 560/50 442 (500-1) |
| CIRCLING | 560-1 434 (500-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

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| VORTAC BET 114.1 Chan 88 | APP CRS 016° | Rwy Idg 6400 TDZE 125 Apt Elev 126 |
|---|---|---|

# VOR/DME RWY 1L

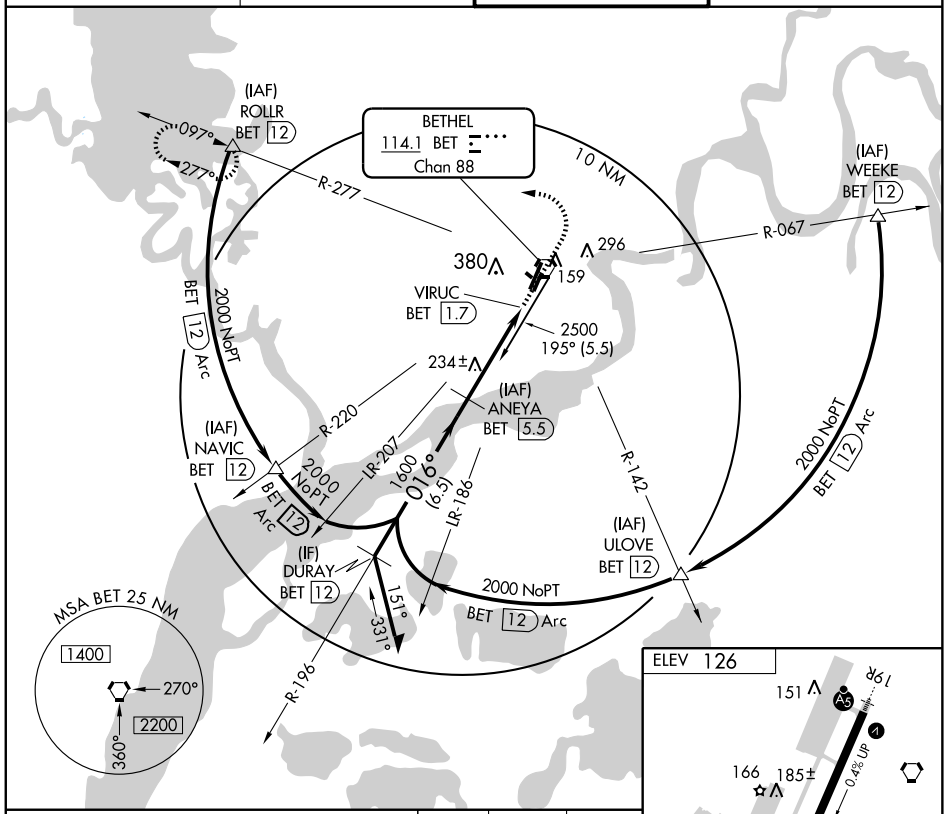
BETHEL (BET) (PABE)

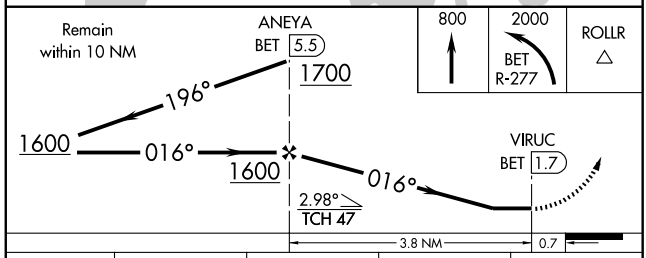
Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase Cat D visibility to RVR 6000.
Circling NA west of Rwy 1L-19R.

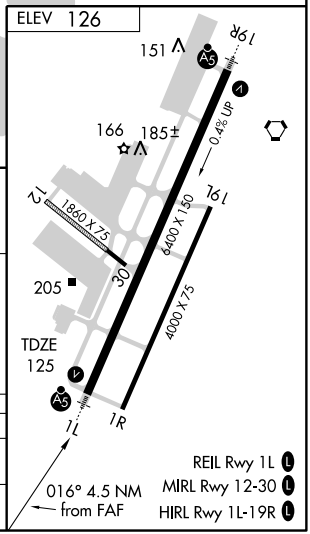
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1L | 500/24 375 (400-½) | | | 500/50 375 (400-1) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

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| VORTAC BET 114.1 Chan 88 | APP CRS 174° | Rwy Idg 6400 TDZE 118 Apt Elev 126 |
|---|---|---|

# VOR/DME RWY 19R

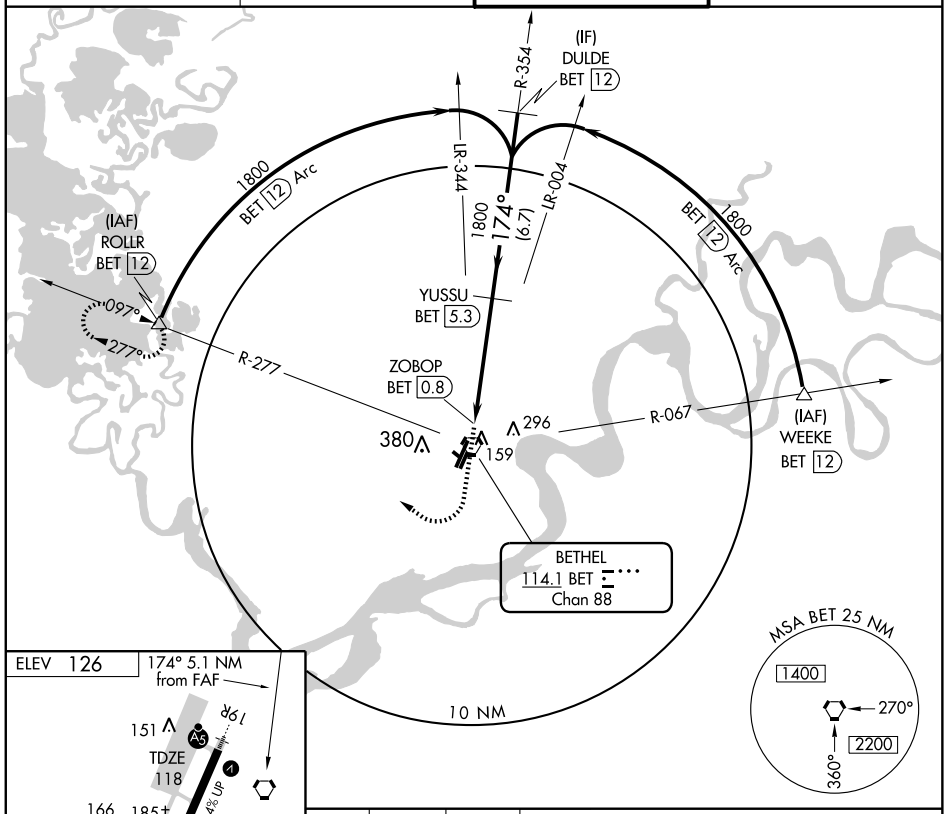
BETHEL (BET)(PABE)

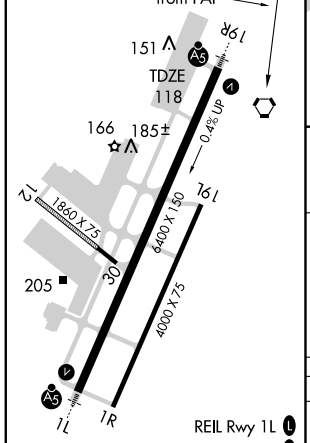
Circling to Rwy 12-30 and 1R-19L NA at night. Inoperative table does not apply to Cat D. Circling NA west of Rwy 1L-19R.

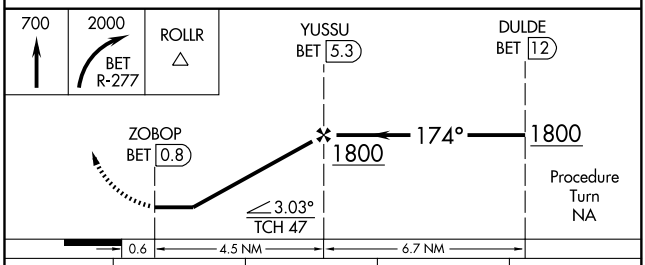
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

| ATIS | ANCHORAGE CENTER | BETHEL TOWER ★ | GND CON |
|---|---|---|---|
| 119.8 | 125.2 372.0 | 118.7 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19R | 420/24 302 (300-½) | | | |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

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| LOC/DME I-BTT | APP CRS | Rwy Idg | 5190 |
|---|---|---|---|
| 108.7 | 012° | TDZE | 642 |
| Chan 24 | | Apt Elev | 647 |

# LOC/DME RWY 1

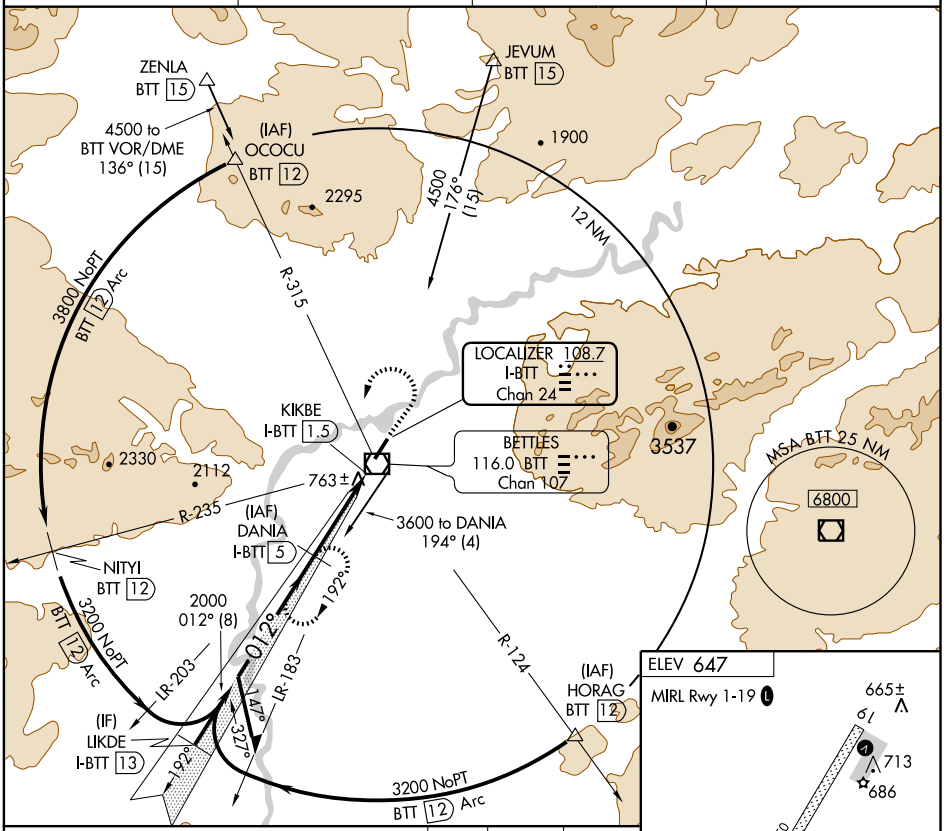
BETTLES (BTT)(PABT)

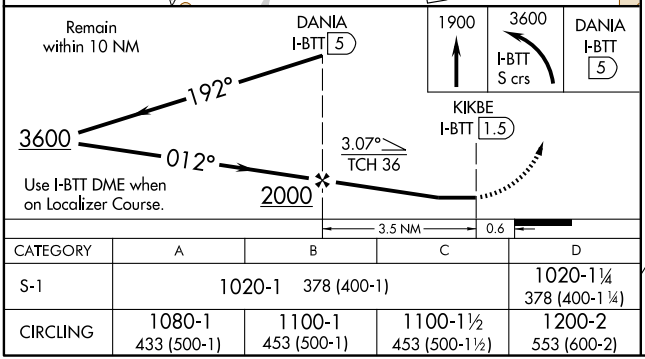
Circling not authorized east of Rwy 1-19. Inoperative table does not apply.

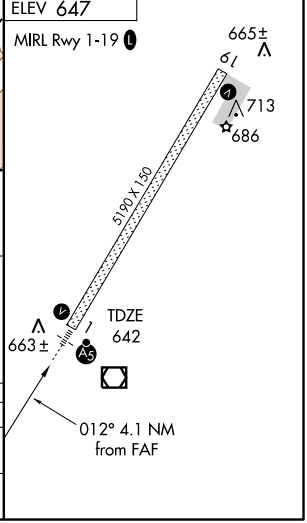
MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via South course to DANIA/I-BTT 5 DME and hold, continue climb-in-hold to 3600.

| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.20 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1020-1 378 (400-1) | | | 1020-1¼ 378 (400-1¼) |
| CIRCLING | 1080-1 433 (500-1) | 1100-1 453 (500-1) | 1100-1½ 453 (500-1½) | 1200-2 553 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5190 |
|---|---|---|
| 012° | TDZE | 642 |
| | Apt Elev | 647 |

# RNAV (GPS) RWY 1

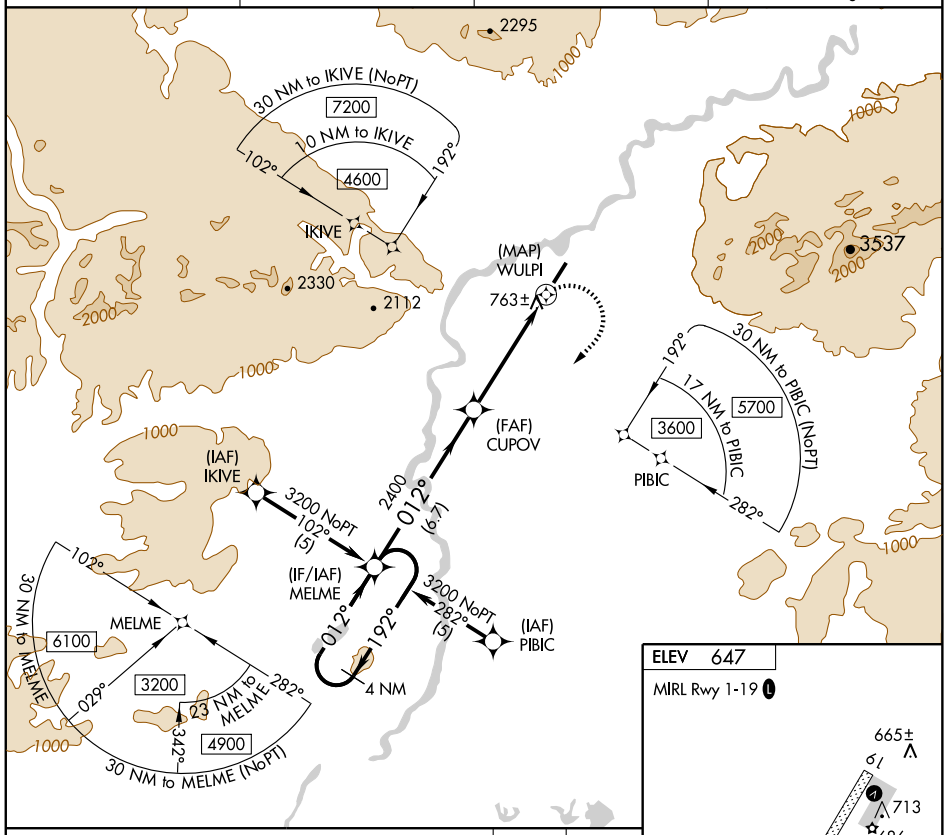
BETTLES (BTT) (PABT)

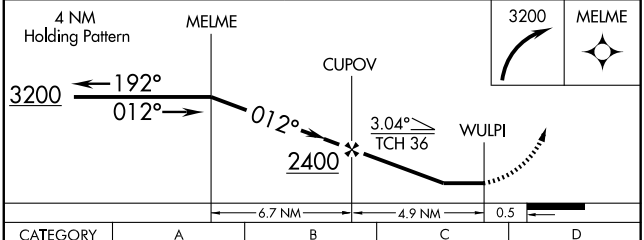
Inoperative table does not apply.
Circling NA east of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MALSR

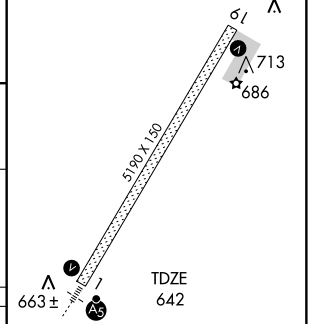
MISSED APPROACH: Climbing right turn to 3200 direct MELME and hold.

| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.20 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 418 (500-1) | | 1060-1¼ 418 (500-1¼) | |
| CIRCLING | 1080-1 433 (500-1) | 1100-1 453 (500-1) | 1100-1½ 453 (500-1½) | 1200-2 553 (600-2) |




AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5190 |
|---|---|---|
| 187° | TDZE | 647 |
| | Apt Elev | 647 |

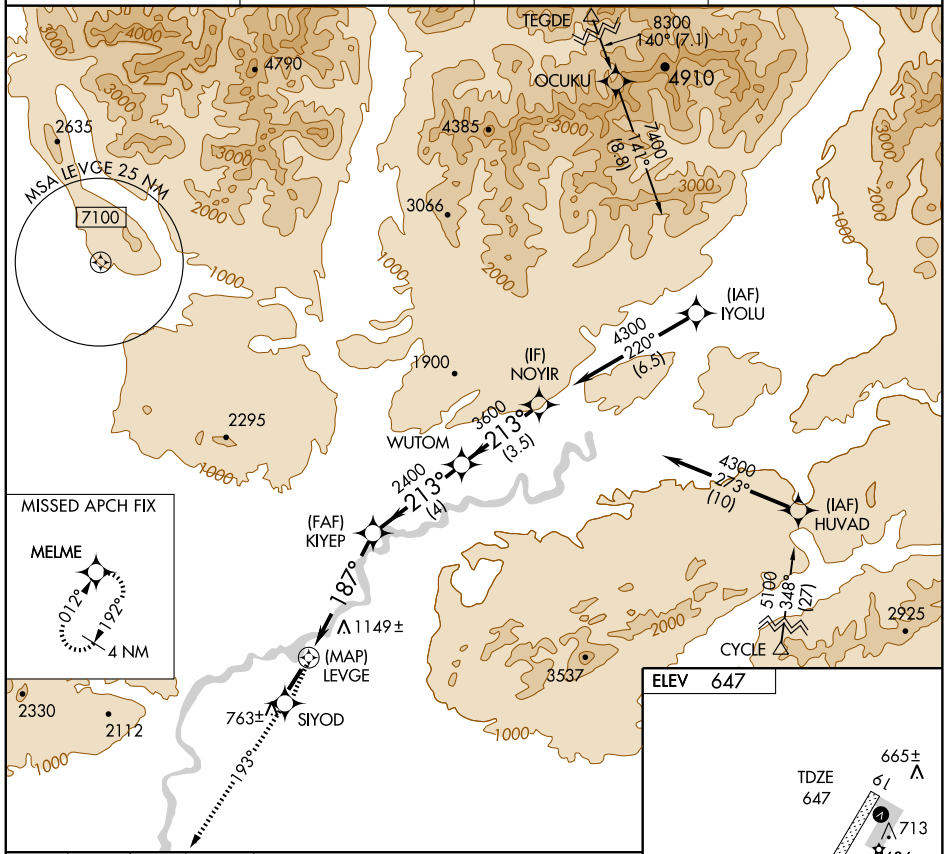
# RNAV (GPS) RWY 19

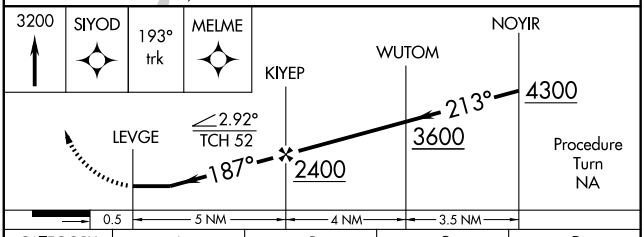
BETTLES (BTT) (PABT)

Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SIYOD and via 193° track to MELME and hold.

| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.20 | 122.9 (I) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 713 (800-1) | 1360-2 713 (800-2) | 1360-2¼ 713 (800-2¼) |
| CIRCLING | 1360-1 | 713 (800-1) | 1360-2 713 (800-2) | 1360-2¼ 713 (800-2¼) |

MIRL Rwy 1-19 (L)

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME BTT 116.0 Chan 107 | APP CRS 023° | Rwy Idg 5190 TDZE 642 Apt Elev 647 |
|---|---|---|

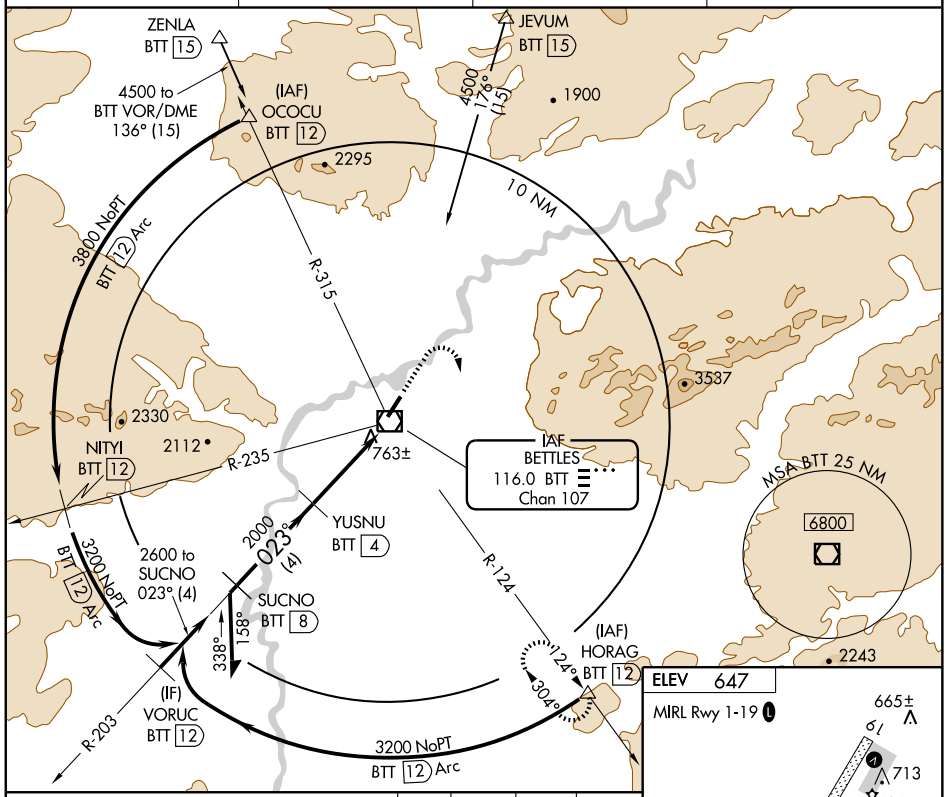
# VOR/DME RWY 1
BETTLES (BTT)(PABT)

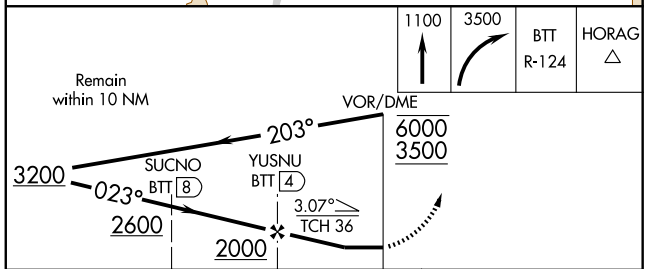
Circling not authorized east of Rwy 1-19. Inoperative table does not apply.

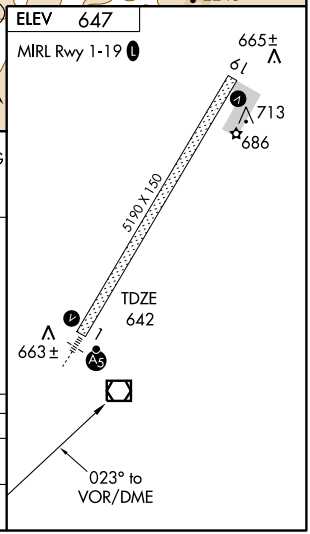
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 via BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold

| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.450 | 124.6 352.0 | 122.20 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1020-1 378 (400-1) | | | 1020-1¼ 378 (400-1¼) |
| CIRCLING | 1080-1 433 (500-1) | 1100-1 453 (500-1) | 1100-1½ 453 (500-1½) | 1200-2 553 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 7

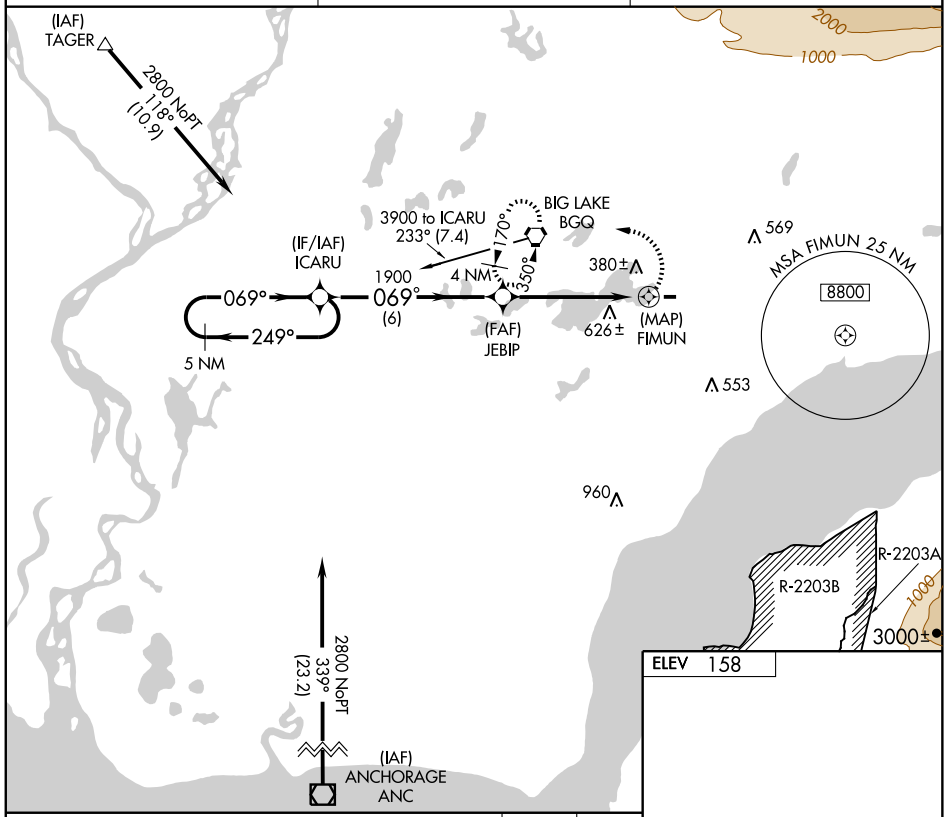
## BIG LAKE (BGQ) (PAGQ)

| APP CRS | Rwy Idg | 2435 |
|---|---|---|
| 069° | TDZE | 158 |
| | Apt Elev | 158 |

T
NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Anchorage altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

| ANCHORAGE ASOS | ANCHORAGE APP CON | CTAF |
|---|---|---|
| 118.4 | 118.6 290.5 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1<br>842 (900-1) | 1000-1¼<br>842 (900-1¼) | 1000-2½<br>842 (900-2½) | NA |
| CIRCLING | 1000-1<br>842 (900-1) | 1000-1¼<br>842 (900-1¼) | 1000-2½<br>842 (900-2½) | NA |

MIRL Rwy 7-25 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 2435 |
|---|---|---|
| 249° | TDZE | 158 |
| | Apt Elev | 158 |

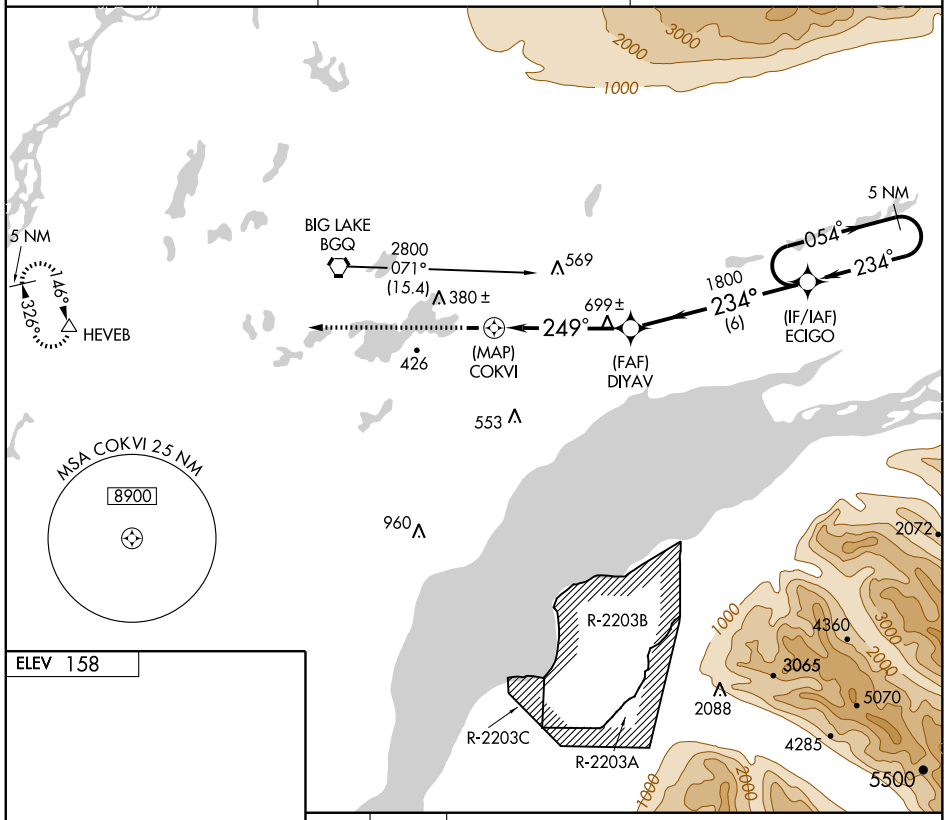
# RNAV (GPS) RWY 25

## BIG LAKE (BGQ) (PAGQ)

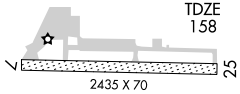
NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Anchorage altimeter setting.

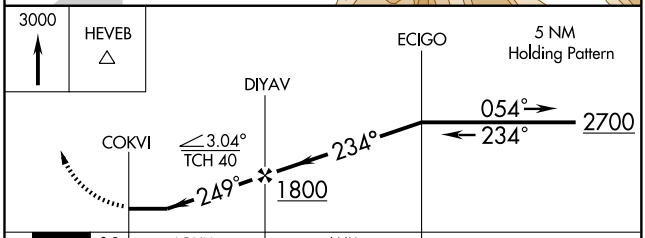
MISSED APPROACH: Climb to 3000 direct HEVEB and hold.

| ANCHORAGE ASOS | ANCHORAGE APP CON | CTAF |
|---|---|---|
| 118.4 | 118.6 290.5 | 122.8 L |




ELEV 158




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1¼ 922 (1000-1¼) | | 1080-2¾ 922 (1000-2¾) | NA |
| CIRCLING | 1080-1¼ 922 (1000-1¼) | | 1080-2¾ 922 (1000-2¾) | NA |

MIRL Rwy 7-25 L

AK, 08 APR 2010 to 03 JUN 2010

| VORTAC BGQ | APP CRS | Rwy Idg | 2435 |
|---|---|---|---|
| 112.5 | 090° | TDZE | 158 |
| Chan 72 | | Apt Elev | 158 |

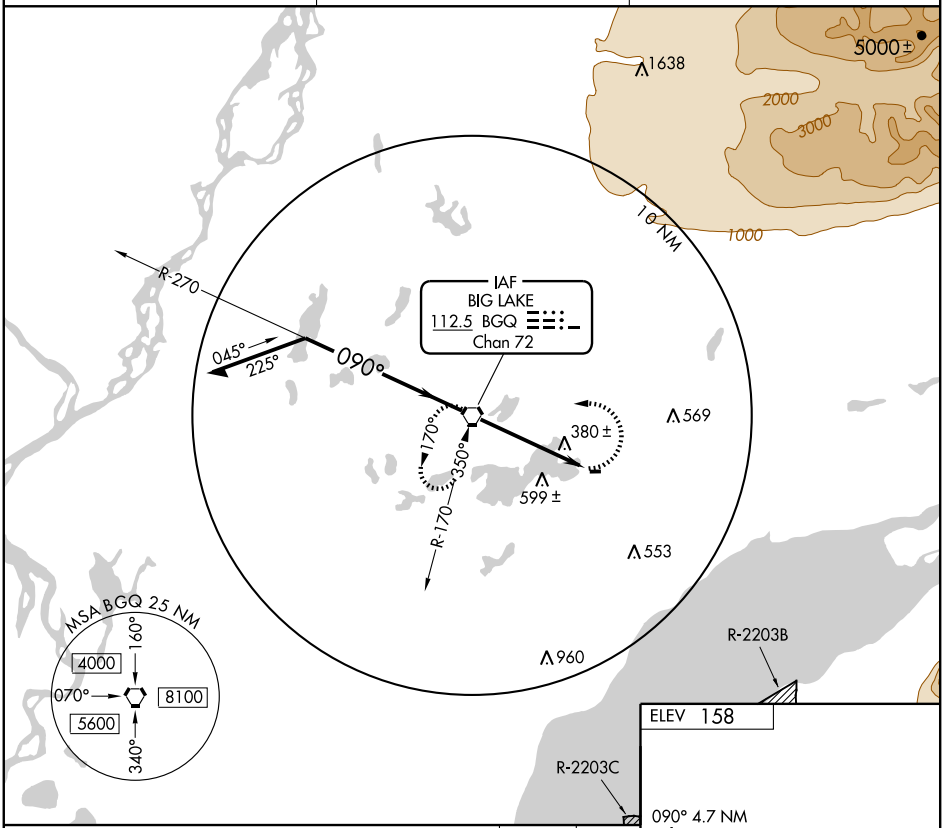
# VOR RWY 7

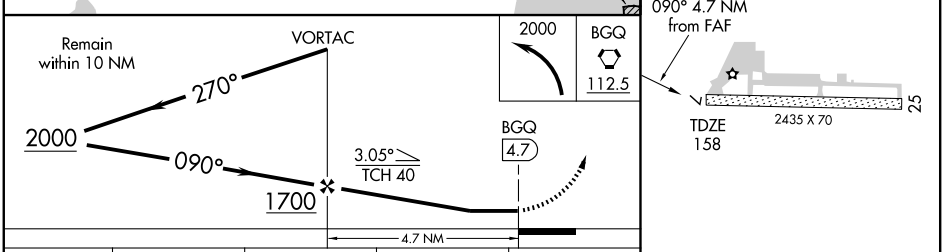
## BIG LAKE (BGQ) (PAGQ)

T
ANA — Use Anchorage altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

| ANCHORAGE ASOS | ANCHORAGE APP CON | CTAF |
|---|---|---|
| 118.4 | 118.6 290.5 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 980-1<br>822 (900-1) | 980-1¼<br>822 (900-1¼) | 980-2½<br>822 (900-2½) | NA |
| CIRCLING | 980-1<br>822 (900-1) | 980-1¼<br>822 (900-1¼) | 980-2½<br>822 (900-2½) | NA |

MIRL Rwy 7-25 L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

AK. 08 APR 2010 to 03 JUN 2010

| NDB/DME BVK 325 Chan 78 (113.1) | APP CRS 113° | Rwy Idg 3200 TDZE 31 Apt Elev 31 |
|---|---|---|

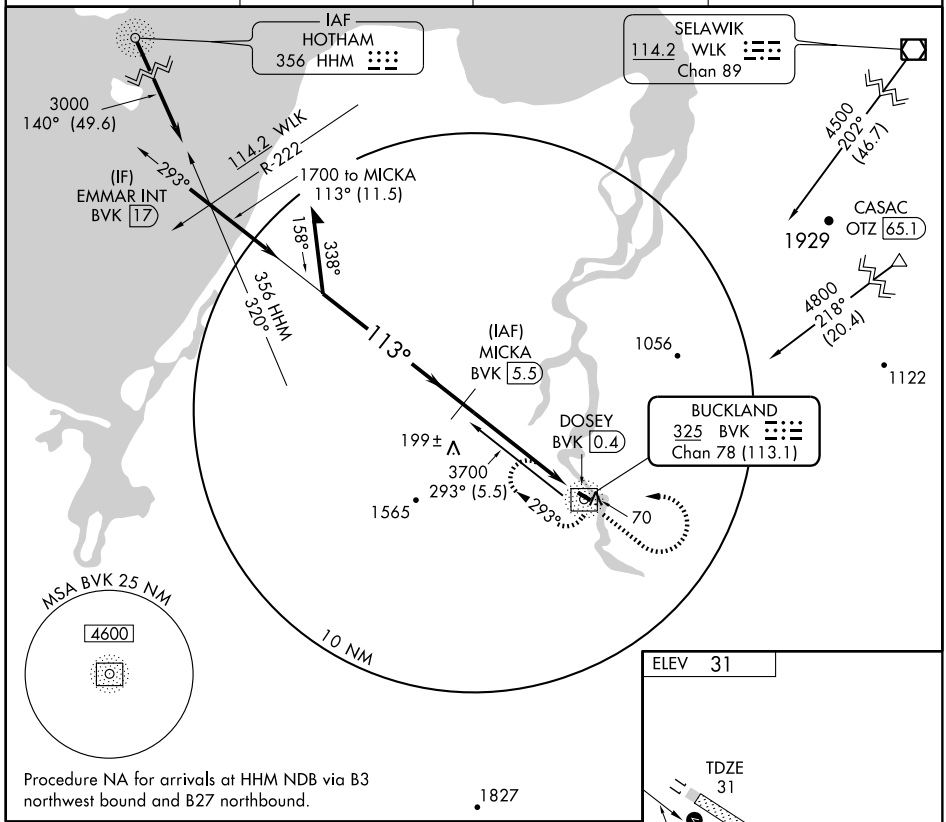
# NDB/DME RWY 11

BUCKLAND (BVK)(PABL)

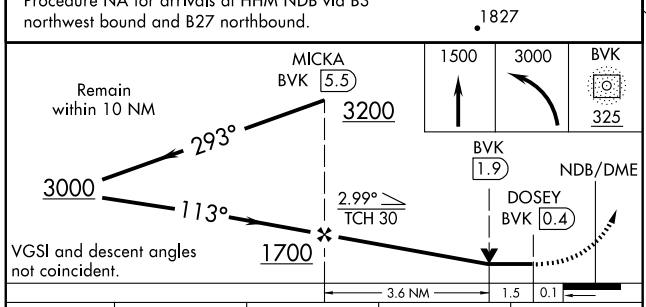
If local altimeter setting not received, use Selawik altimeter setting and increase all MDA's 120 feet. VDP NA when using Selawik altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BVK NDB/DME and hold, continue climb-in-hold to 3000.

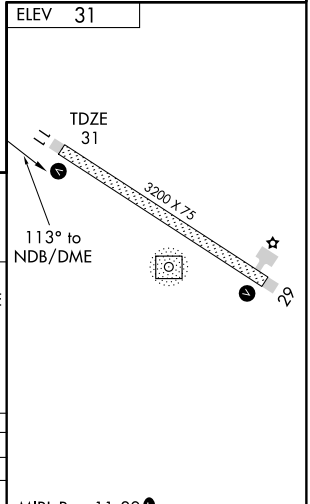
| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 135.15 | 119.2 263.0 | 122.3 | 122.9 L |




Procedure NA for arrivals at HHM NDB via B3 northwest bound and B27 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 560-1 529 (600-1) | | NA | |
| CIRCLING | 580-1 549 (600-1) | 600-1 569 (600-1) | NA | |




MIRL Rwy 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

| NDB/DME BVK | APP CRS | Rwy Idg | 3200 |
|---|---|---|---|
| 325 | 279° | TDZE | 31 |
| Chan 78 (113.1) | | Apt Elev | 31 |

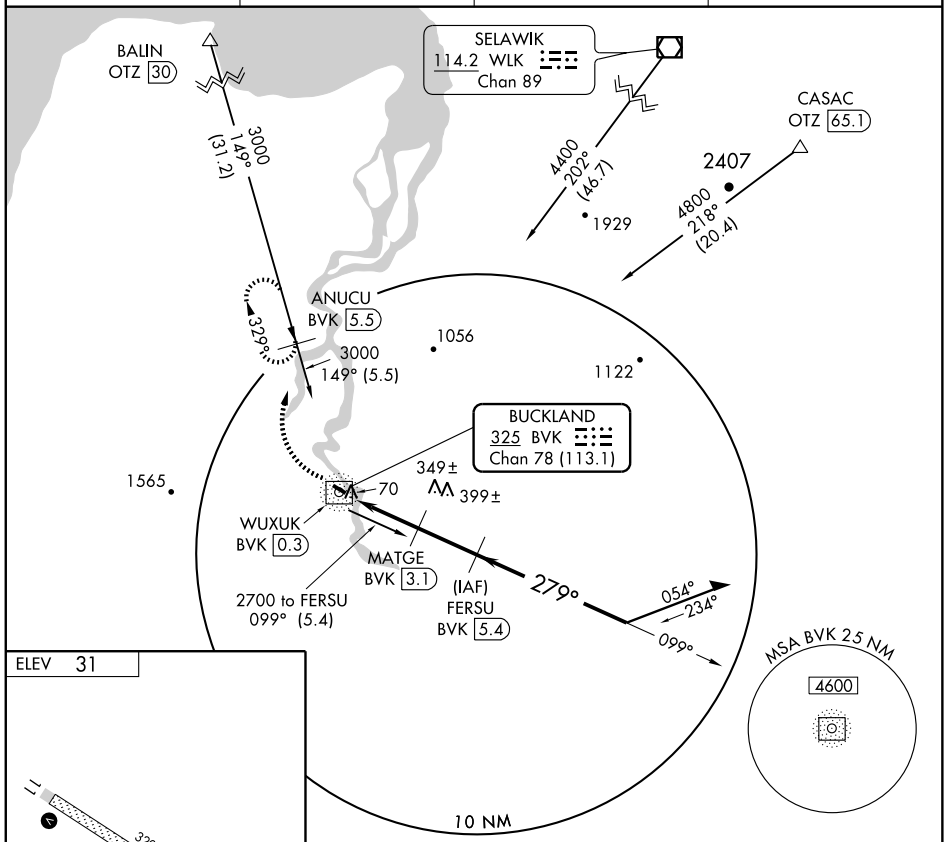
# NDB/DME RWY 29

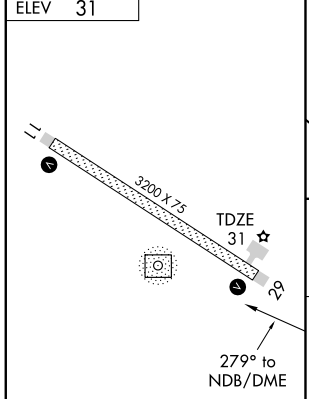
BUCKLAND (BVK)(PABL)

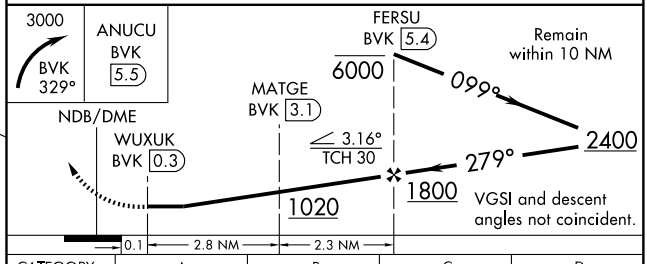
If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 via BVK NDB/DME BRG 329° to ANUCU/BVK 5.5 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 135.15 | 119.2 263.0 | 122.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 700-1 | 669 (700-1) | NA | |
| CIRCLING | 700-1 | 669 (700-1) | NA | |

MIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 107° | TDZE | 31 |
| | Apt Elev | 31 |

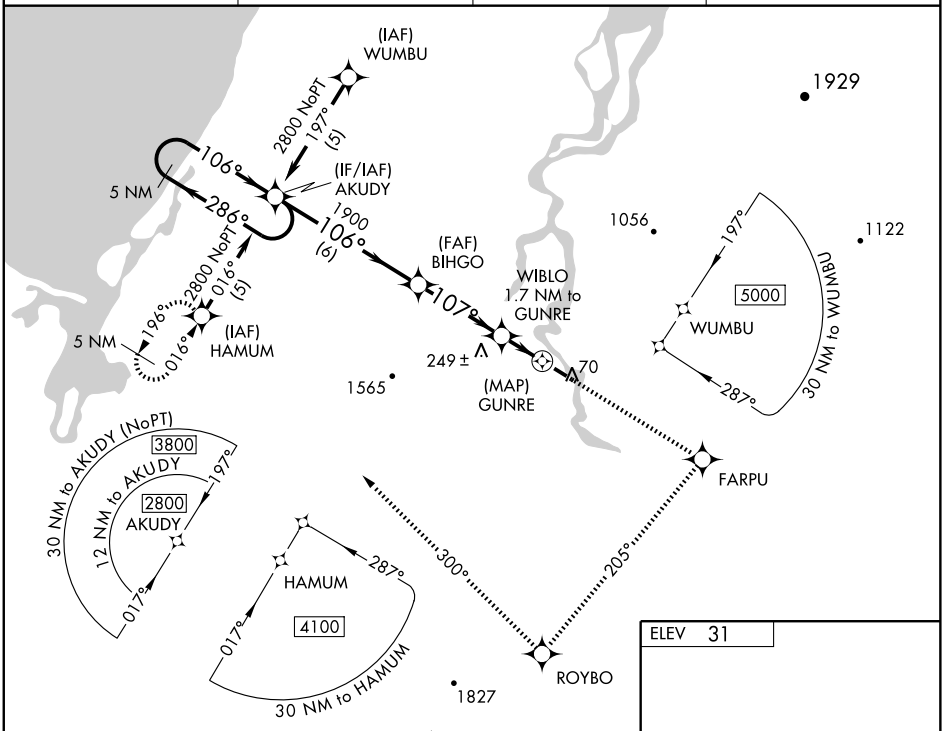
# RNAV (GPS) RWY 11

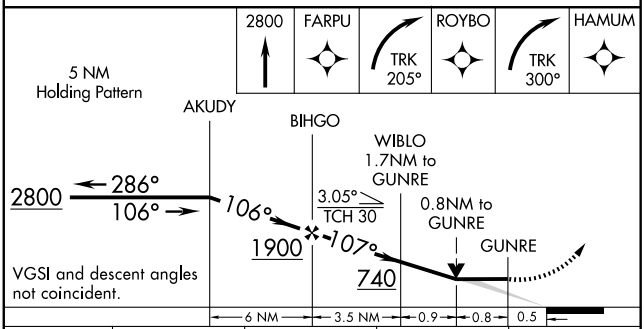
## BUCKLAND (BVK)(PABL)

If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Selawik altimeter setting.

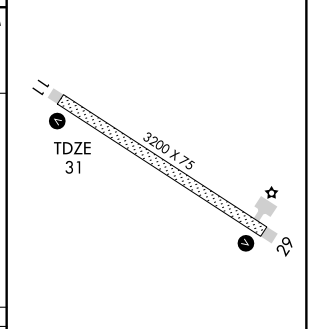
MISSED APPROACH: Climb to 2800 direct FARPU and right turn via 205° track to ROYBO and right turn via 300° track to HAMUM and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 135.15 | 119.2 263.0 | 122.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 449 (500-1) | | NA | |
| CIRCLING | 580-1 549 (600-1) | 600-1 569 (600-1) | NA | |




AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 287° | TDZE | 31 |
| | Apt Elev | 31 |

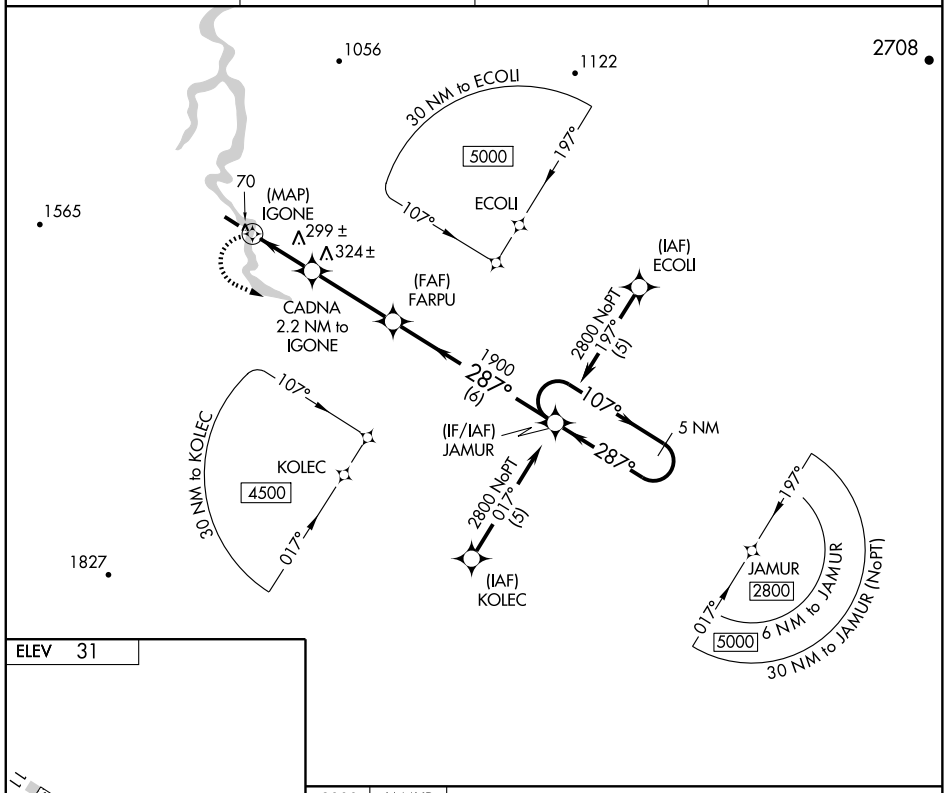
# RNAV (GPS) RWY 29

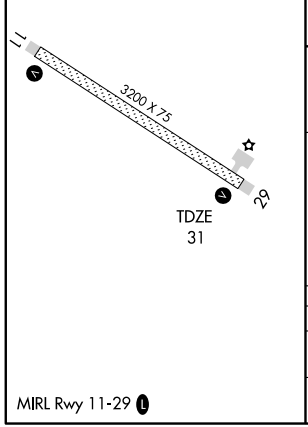
BUCKLAND (BVK)(PABL)

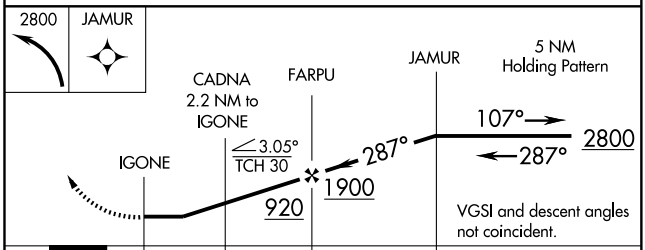
If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 direct JAMUR and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 135.15 | 119.2 263.0 | 122.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 569 (600-1) | | NA | |
| CIRCLING | 600-1 569 (600-1) | | NA | |

MIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

# CAPE LISBURNE THREE RWY 8 DEPARTURE

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER APP/DEP CON
119.65 363.25
CAPE LISBURNE RADIO
126.2 (CTAF)

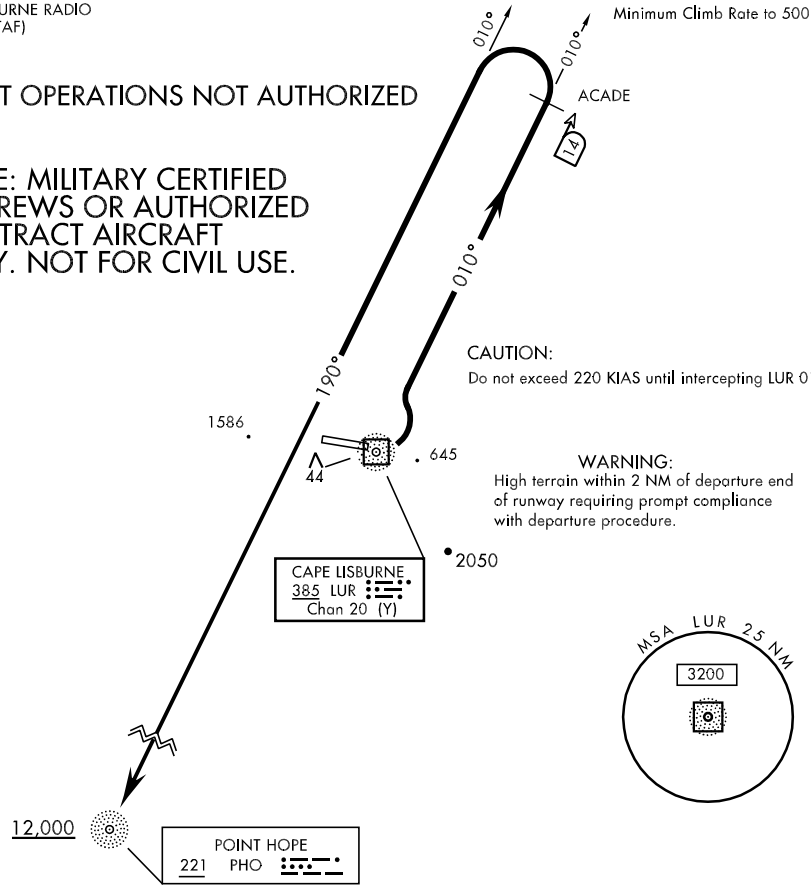
SL-2327 [USAF]

| Rwy | Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|---|
| 8 | V/V(fpm) | 240 | 480 | 720 | 960 |

Minimum Climb Rate to 500

NIGHT OPERATIONS NOT AUTHORIZED

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Cross departure end of runway at or above 34′ AGL/50′ MSL. Turn left within ½ mile from departure end of runway and intercept LUR 010° outbound to ACADE (LUR 010°/14). At ACADE turn left and join PHO NDB 010° bearing inbound to PHO NDB. Cross PHO NDB at or above 12,000, or routing/altitude as assigned by ATC.

TAKE-OFF RWY 26: NOT AUTHORIZED



CAPE LISBURNE THREE RWY 8 DEPARTURE

CAPE LISBURNE, ALASKA

# NDB DME ALPHA

| NDB/DME LUR | APCH CRS | Rwy Idg | 4805 |
|---|---|---|---|
| 385 | 226° | THRE | 16 |
| Chan 20 (Y) | | Arpt Elev | 16 |

[USAF] AL-2327

CAPE LISBURNE LRRS (PALU)

* Circling not authorized S of Rwy 8-26.

MISSED APPROACH: Climbing right turn to 3200 to intercept LUR 046° M (228° G) bearing to GRAAY/12 DME and hold.

| ANCHORAGE CENTER APP/DEP CON | CAPE LISBURNE RADIO |
|---|---|
| 119.65 363.25 | 126.2 (CTAF) |

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

NIGHT OPERATIONS NOT AUTHORIZED

Enter Initial Holding from East

LUR 20

046° M (228° G)

226° M (048° G)

(IAF) GRAAY LUR 12

Max holding alt 8000

238° M (060° G) 2.5 NM

TUNND LUR 6

CAPE LISBURNE 385 LUR Chan 20 (Y)

1586 645 1775 1524 2020 2034 1175 2109

10 NM

T M

MV 16° E

GV 178° W

G

CAUTION:

High terrain to 1100' 0.8 NM South of NDB rising to 2000 within 6.5 NM.

MSA LUR 25 NM

3200

EMERG SAFE ALT 100 NM 6700

3200 LUR 046° M

GRAAY LUR 12

GRAAY 12

046°

226°

3200

BIRDI 2

NDB/DME

TUNND 6

226° M (048° G)

Fly visual to airport

238° M (060° G)

2.5 NM

1800

HAT calculated from THRE.

2 NM 4 NM

ELEV 16

238° M (060° G) 2.5 NM from BIRDI

085° M (267° G)

265° M (087° G)

4805 x 135

8 26

P P

THRE 16

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1320-2 1304 (1400-2) | | 1320-3 1304 (1400-3) | |

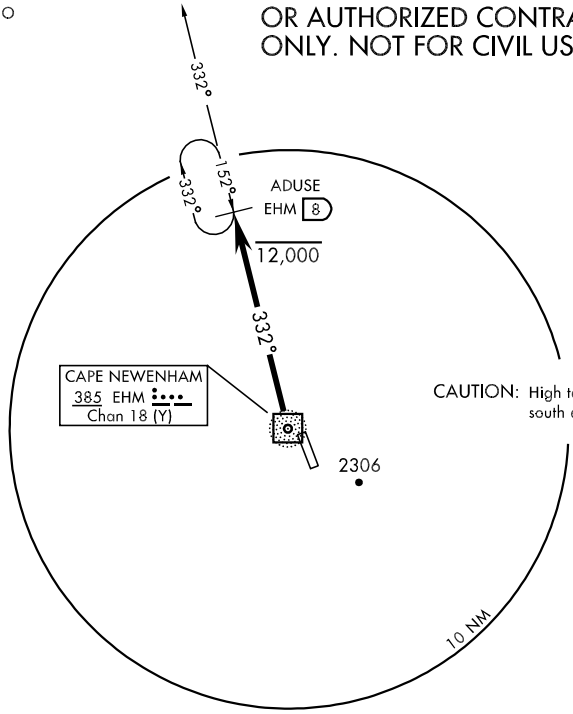
REIL Rwy 08-26

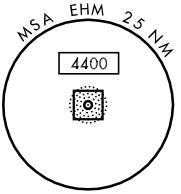


AK, 08 APR 2010 to 03 JUN 2010

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2 (CTAF)

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.




NIGHT OPERATIONS NOT AUTHORIZED

DEPARTURE ROUTE DESCRIPTION

RWY 32: Climb on track 332° bearing outbound to ADUSE (EHM 332°/08 DME). At ADUSE continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at ADUSE approved.

RWY 14: Departure Not Authorized.

# NDB/DME RWY 14

| NDB/DME EHM 385 Chan 18 (Y) | APCH CRS 177° | Rwy ldg 3950 THRE 318 Arpt Elev 541 |
|---|---|---|

AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

MISSED APPROACH: Climbing right turn to 3900 to direct EHM R-357/12 DME (ELPEE) and hold. Climb in holding authorized.

| ANCHORAGE CENTER | CAPE NEWENHAM RADIO |
|---|---|
| 124.2 251.1 | 126.2 |

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NIGHT OPERATIONS NOT AUTHORIZED

CAUTION:
1. Rwy located on slope of 2306' mountain. Approach from NW only, land Rwy 14 only. High terrain both sides and S end of Rwy.

EHM 20

357°

177°

Max holding alt 8000

(IAF) ELPEE EHM 12

JENEL EHM 6

170° 2.1 NM

MSA EHM 25 NM

4400

CAPE NEWENHAM 385 EHM Chan 18 (Y)

1887 1707 1546 1565 1131 1045 960 1170 1335 2306

CAUTION: Successful go-around improbable if initiated past the MAP.

10 NM

EMERG SAFE ALT 100 NM 6900

3900 brg 357° | ELPEE EHM 12

ELPEE 12 357° 20

177° 3900

JENEL 6

177°

CILAS 2

NDB/DME

2000

Fly visual to airport

170° 2.1 NM

HAT calculated from THRE.

.1 2 NM 4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1200-2 959 (700-2) | | 1200-3 959 (700-3) | |
| CIRCLING | NOT AUTHORIZED | | | |

ELEV 541

170° 2.1 NM from CILAS

THRE 241

7.9% UP

3950 x 150

ELEV 541

REIL Rwy 14
Land Rwy 14 tkof Rwy 32

32

AK, 08 APR 2010 to 03 JUN 2010

KENAI RADIO
122.1
UNICOM
126.2 (CTAF)
ANCHORAGE CENTER
132.5 226.8

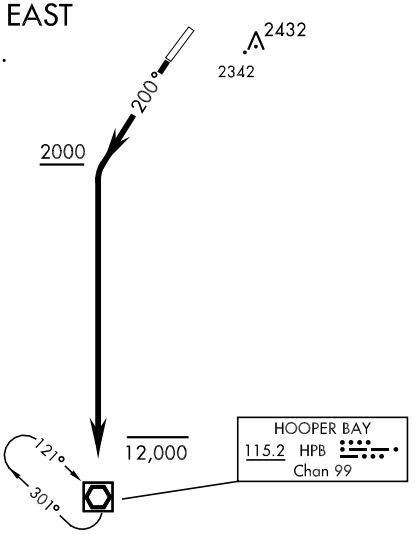
SL-2326 [USAF]

MILITARY CERTIFIED
OR AUTHORIZED
AIRCRAFT ONLY.

NOT FOR CIVIL USE.

Night operations not authorized.

CAUTION: TERRAIN RISES RAPIDLY
WEST, NORTH, AND EAST
OF CENTERLINE.




DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 20: Climb on track 200°, upon passing 2000, turn left direct HPB VOR, enter holding and climb to the MEA for assigned routing.

TAKE-OFF RWY 02: Departures not authorized.

# NDB/DME RWY 2

| NDB CZF | APCH CRS | Rwy Idg | 3990 |
|---|---|---|---|
| 275 | 046° | TDZE | 397 |
| | | Arpt Elev | 464 |

AL-2326 [USAF]

CAPE ROMANZOF LRRS (PACZ)

MISSED APPROACH: Climb left to 3600 to intercept CZF 226° bearing to MOTRS/12 DME and hold.

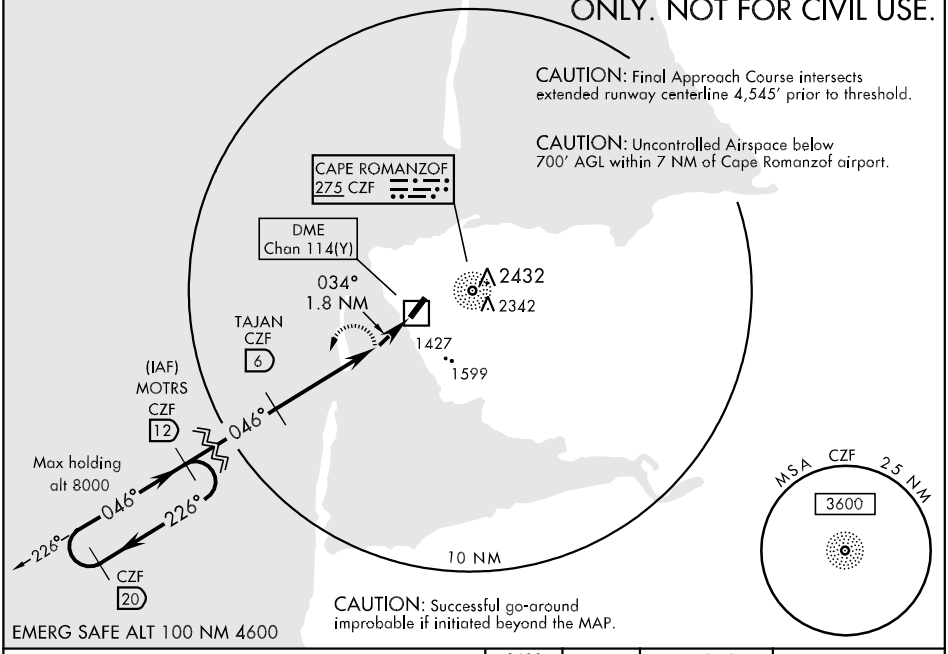
| ANCHORAGE CENTER | UNICOM | KENAI RADIO |
|---|---|---|
| 132.5 226.8 | 126.2 (CTAF) | 122.1 |

NOTE: MILITARY CERTIFIED AIRCREW OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

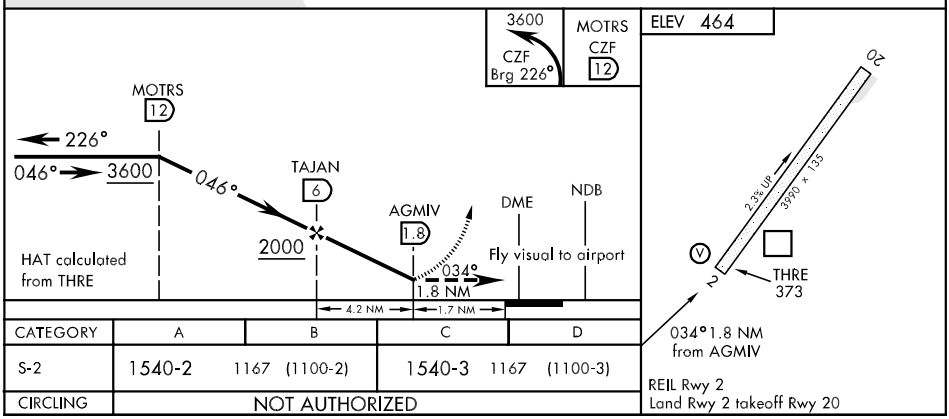
Night Operations are Not Authorized.

CAUTION: Final Approach Course intersects extended runway centerline 4,545' prior to threshold.

CAUTION: Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanzof airport.




CAUTION: Successful go-around improbable if initiated beyond the MAP.



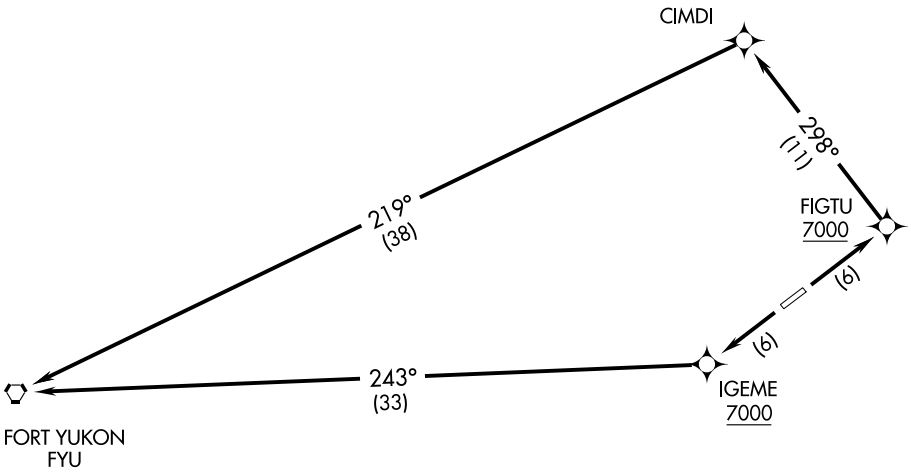

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1540-2 1167 (1100-2) | | 1540-3 1167 (1100-3) | |
| CIRCLING | NOT AUTHORIZED | | | |

REIL Rwy 2
Land Rwy 2 takeoff Rwy 20

# FORTU ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
135.0 225.4
CTAF
122.9
FORT YUKON AWOS-3
125.8




TAKE-OFF MINIMUMS:
Rwy 3, 21: Standard.

NOTE:
1. GPS Required
2. RNAV 1

TAKE-OFF OBSTACLES:

Rwy 3: Tree 330′ from DER, 355′ left of centerline, 15′ AGL/564′ MSL.
Tree 1291′ from DER, 191′ right of centerline, 15′ AGL/564′ MSL.
Rwy 21: Tree 237′ from DER, 92′ left of centerline, 15′ AGL/564′ MSL.
Tree 692′ from DER, 346′ left of centerline, 15′ AGL/564′ MSL.
Tree 909′ from DER, 472′ right of centerline, 15′ AGL/564′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 7000 or ATC assigned higher altitude direct FIGTU and via track 298° to CIMDI, and via track 219° to FYU VORTAC.

TAKE-OFF RUNWAY 21: Climb to 7000 or ATC assigned higher altitude direct IGEME and via track 243° to FORT YUKON VORTAC.

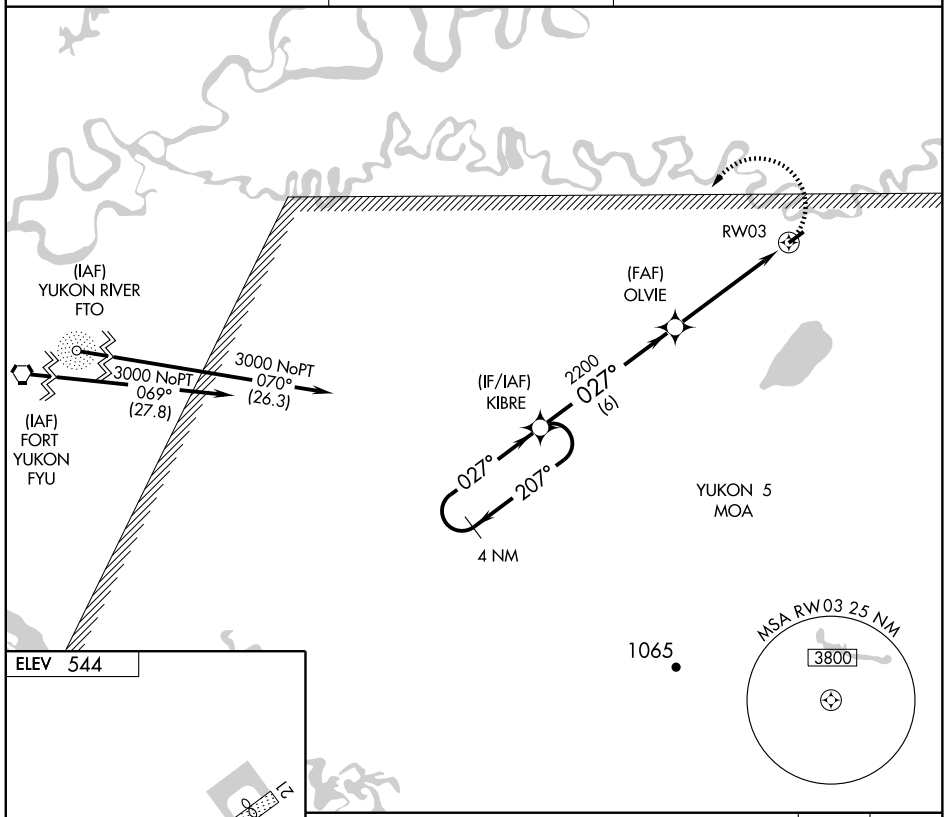
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 027° | TDZE | 538 |
| | Apt Elev | 544 |

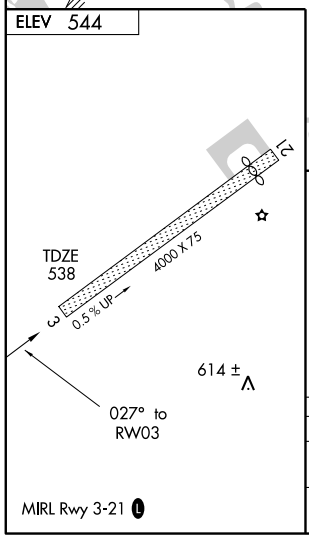
# RNAV (GPS) RWY 3
## CHALKYITSIK (CIK) (PACI)

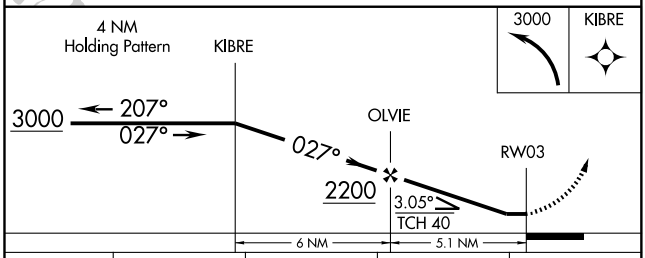
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold.

| FORT YUKON AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 135.0 225.4 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 482 (500-1) | | 1020-1¼ 482 (500-1¼) | NA |
| CIRCLING | 1120-1 576 (600-1) | 1180-1 636 (700-1) | 1220-2 676 (700-2) | NA |

MIRL Rwy 3-21

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 208° | TDZE | 541 |
| | Apt Elev | 544 |

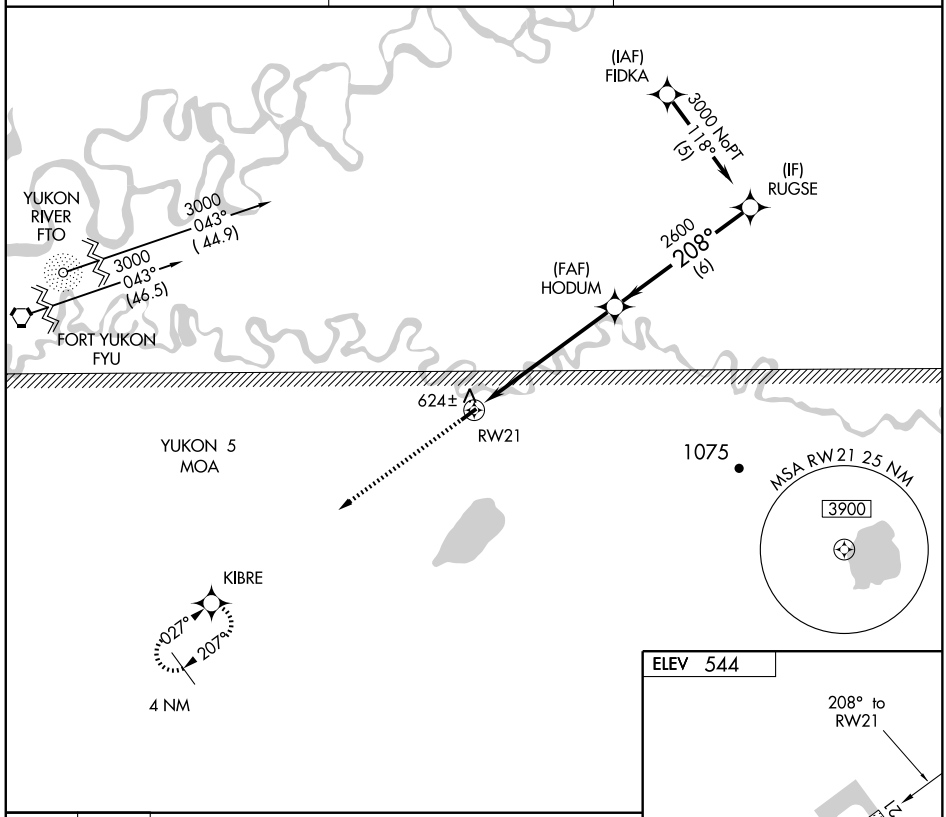
# RNAV (GPS) RWY 21
## CHALKYITSIK (CIK) (PACI)

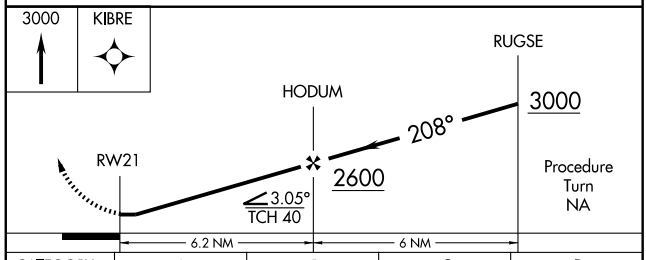
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

NA

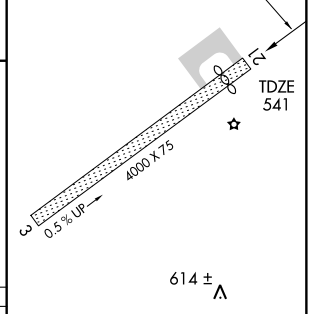
MISSED APPROACH: Climb to 3000 direct KIBRE and hold.

| FORT YUKON AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 135.0 225.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 499 (500-1) | | 1040-1¼ 499 (500-1¼) | NA |
| CIRCLING | 1120-1 576 (600-1) | 1180-1 636 (700-1) | 1220-2 676 (700-2) | NA |

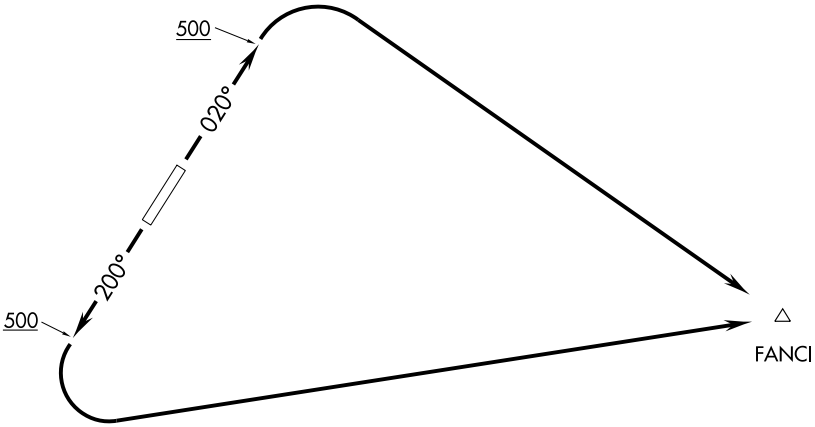



MIRL Rwy 3-21 L

AK. 08 APR 2010 to 03 JUN 2010

# FANCI ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwys 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Vegetation beginning 76′ from DER, 210′ left of centerline, up to 15′ AGL/89′ MSL.
Rwy 20: Vegetation beginning 71′ from DER, 231′ left of centerline, up to 15′ AGL/89′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 020° to 500 then right turn to 2000 or ATC assigned higher altitude, direct FANCI.
TAKE-OFF RWY 20: Climb heading 200° to 500 then left turn to 2000 or ATC assigned higher altitude, direct FANCI.

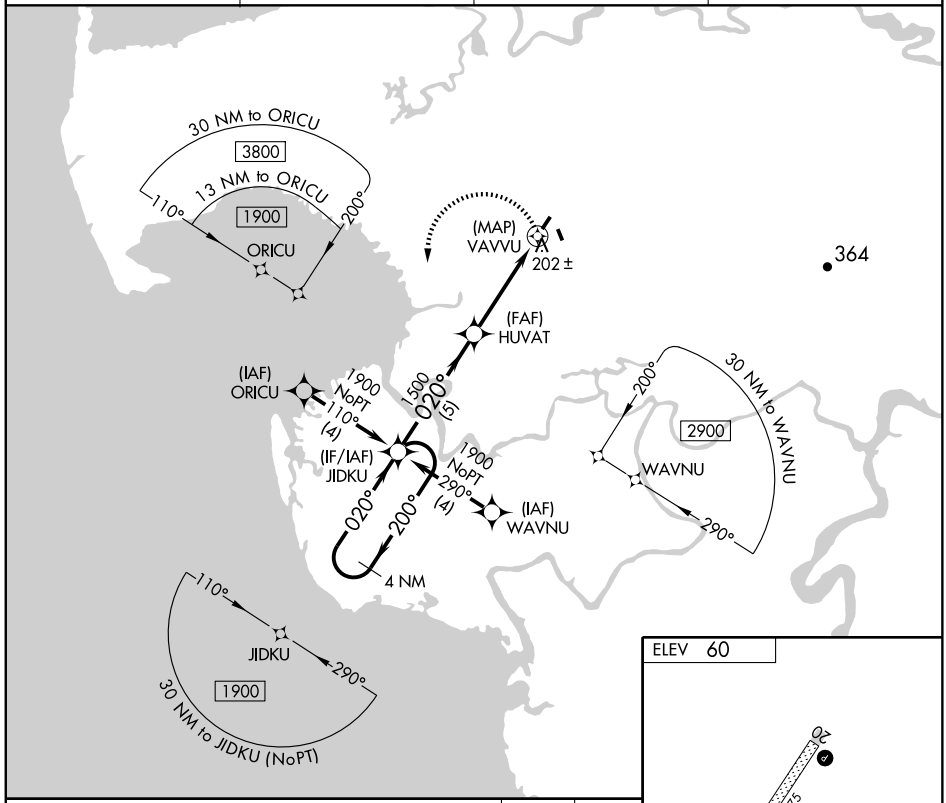
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 020° | TDZE | 47 |
| | Apt Elev | 60 |

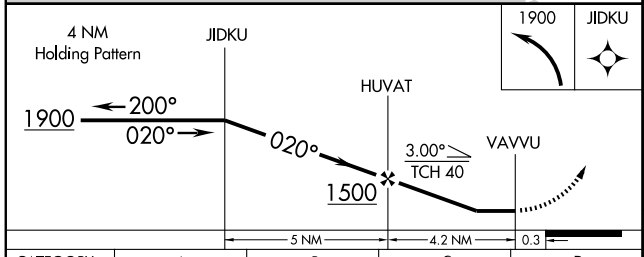
# RNAV (GPS) RWY 2
## CHEVAK (VAK)(PAVA)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

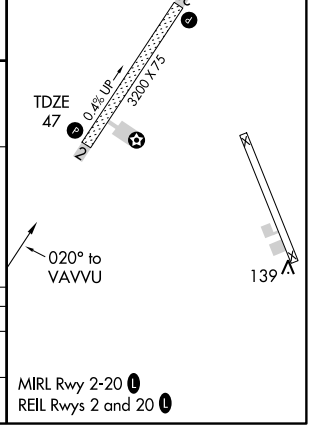
MISSED APPROACH: Climbing left turn to 1900 direct JIDKU and hold.

| AWOS-3 | ANCHORAGE CENTER | UNICOM | CTAF |
|---|---|---|---|
| 120.625 | 124.5 226.8 | 122.8 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 413 (400-1) | NA | |
| CIRCLING | 520-1 | 460 (500-1) | NA | |




AK. 08 APR 2010 to 03 JUN 2010

CHEVAK, ALASKA

AL-10153 (FAA)

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 200° | TDZE | 47 |
| | Apt Elev | 60 |

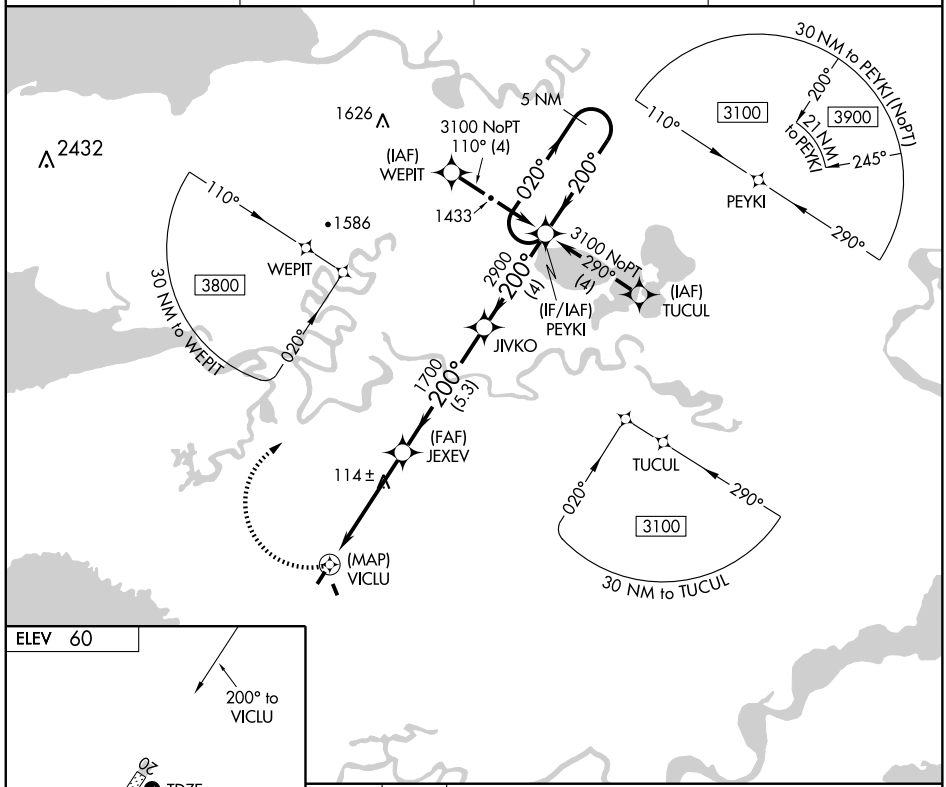
# RNAV (GPS) RWY 20

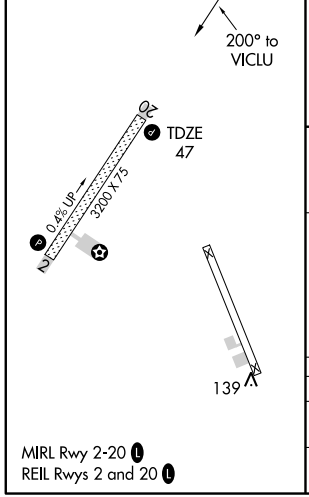
CHEVAK (VAK)(PAVA)

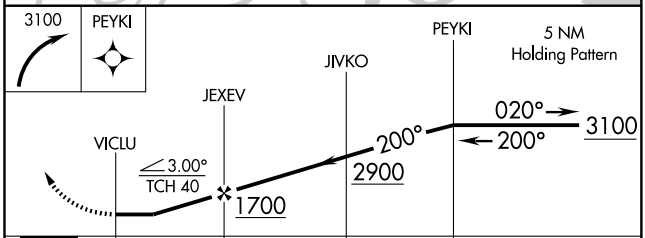
Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct PEYKI and hold.

| AWOS-3 | ANCHORAGE CENTER | UNICOM | CTAF |
|---|---|---|---|
| 120.625 | 124.5 226.8 | 122.8 | 123.0 (L) |



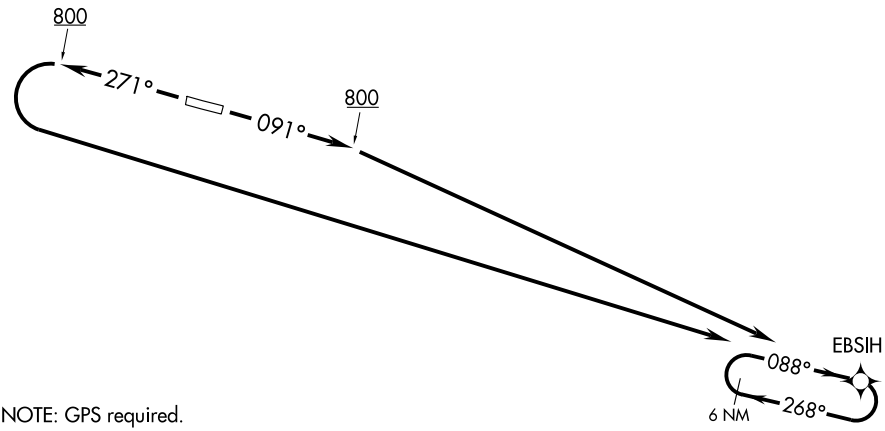

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 413 (400-1) | NA | |
| CIRCLING | 520-1 | 460 (500-1) | NA | |

AK, 08 APR 2010 to 03 JUN 2010

# EBSIH ONE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE CENTER
118.15 251.05




NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283′ per NM to 600.
Rwy 27: 300-1 or standard with minimum climb of 624′ per NM to 600.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Trees beginning 312′ from DER, 10′ left of centerline, up to 75′ AGL/424′ MSL.
Trees 5324′ from DER, 205′ right of centerline, 75′ AGL/420′ MSL.
Rwy 27: Windsock 313′ from DER, 357′ left of centerline, 28′ AGL/268′ MSL.
Trees beginning 1845′ from DER, 114′ left of centerline, up to 45′ AGL/ 295′ MSL.
Pole 2376′ from DER, 531′ left of centerline, 58′ AGL/308′ MSL.
Vehicle on road 176′ from DER, 427′ right of centerline, 15′ AGL/254′ MSL.
Trees beginning 271′ from DER, 185′ right of centerline, up to 72′ AGL/324′ MSL.
Building 2485′ from DER, 489′ right of centerline, 30′ AGL/314′ MSL.
Poles beginning 2517′ from DER, 243′ right of centerline, up to 74′ AGL/324′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . . .

. . . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

| WAAS | APP CRS | Rwy Idg | 3401 |
|---|---|---|---|
| CH 48814 | 091° | TDZE | 244 |
| W09A | | Apt Elev | 244 |

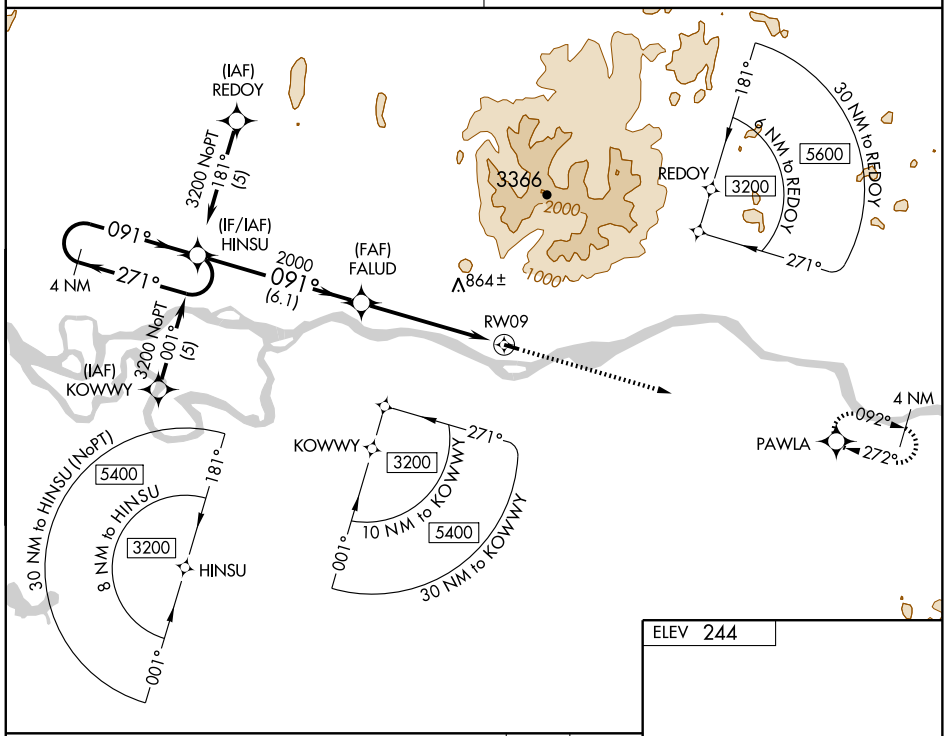
# RNAV (GPS) RWY 9

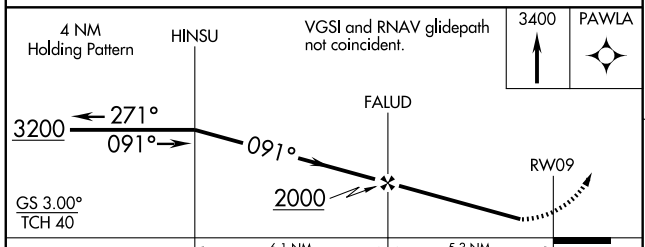
## CHUATHBALUK (9A3) (PACH)

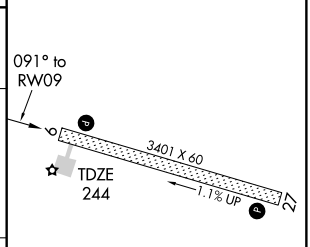
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 118.15 251.05 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 652-1½ 408 (500-1½) | | | NA |
| LNAV MDA | 1000-1 756 (800-1) | 1000-1¼ 756 (800-1¼) | 1000-2¼ 756 (800-2¼) | NA |
| CIRCLING | 1000-1 756 (800-1) | 1000-1¼ 756 (800-1¼) | 1000-2¼ 756 (800-2¼) | NA |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 3401 |
|---|---|---|---|
| CH 93514 | 272° | TDZE | 238 |
| W27A | | Apt Elev | 244 |

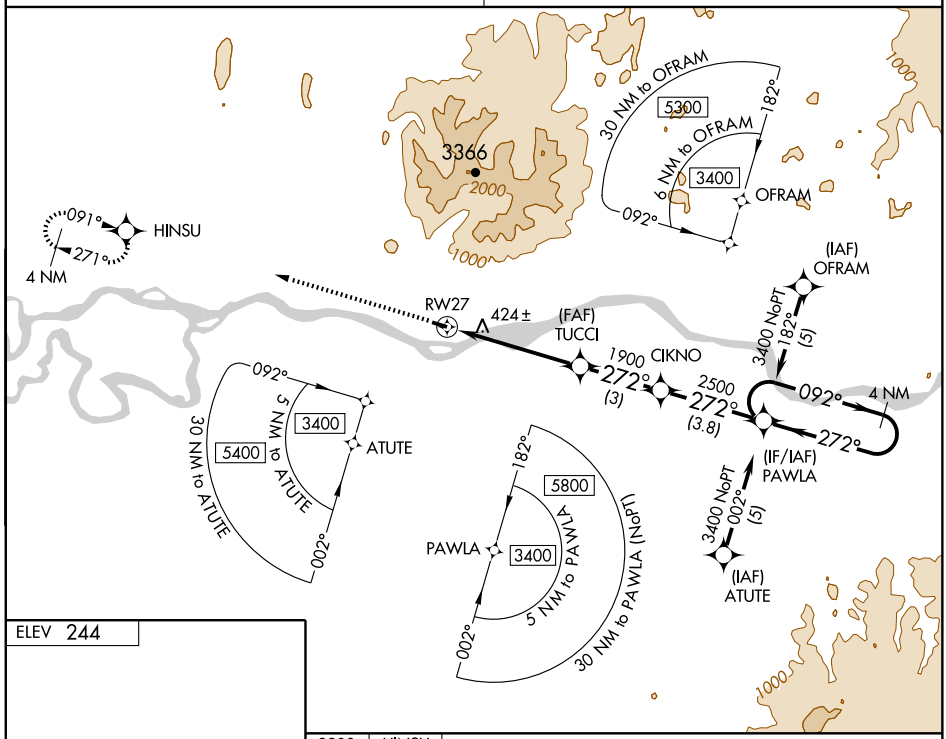
# RNAV (GPS) RWY 27

## CHUATHBALUK (9A3) (PACH)

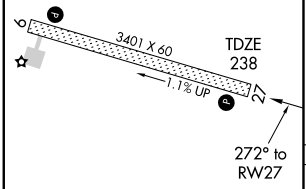
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

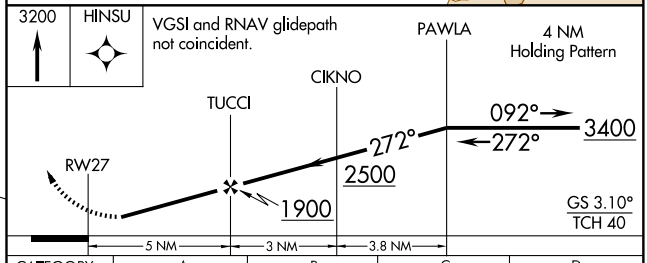
| ANCHORAGE CENTER | CTAF |
|---|---|
| 118.15 251.05 | 122.9 L |




ELEV 244




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 759-2 521 (600-2) | | | NA |
| LNAV MDA | 1100-1 862 (900-1) | 1100-1¼ 862 (900-1¼) | 1100-2½ 862 (900-2½) | NA |
| CIRCLING | 1100-1 856 (900-1) | 1100-1¼ 856 (900-1¼) | 1100-2½ 856 (900-2½) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg 3200 |
|---|---|---|
| CH 82213 | 183° | TDZE 61 |
| W18A | | Apt Elev 80 |

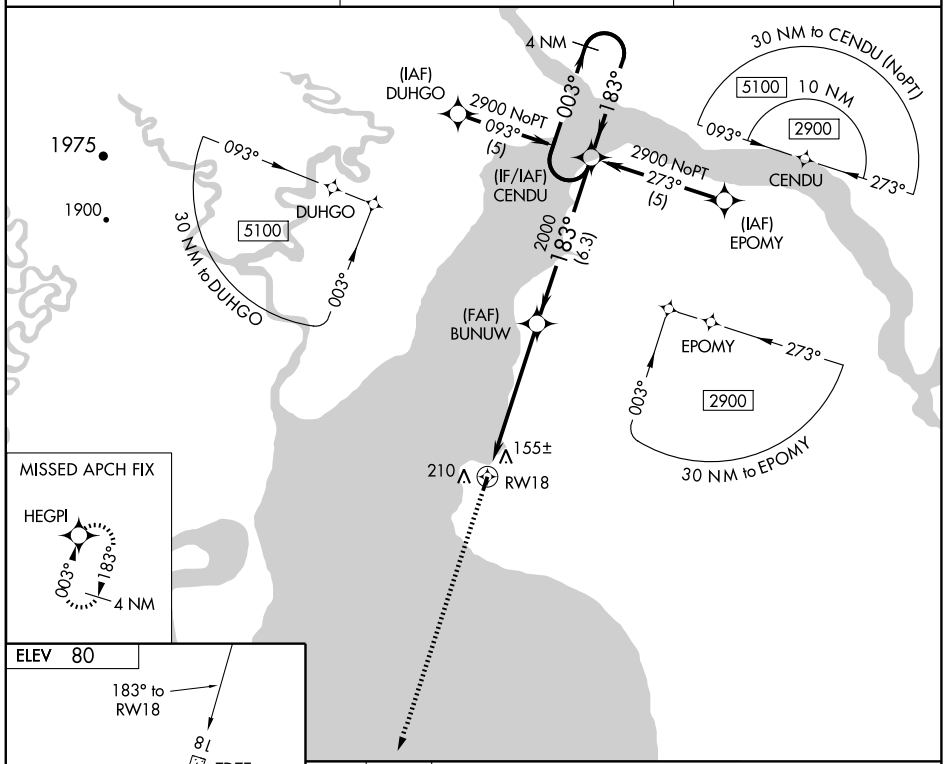
# RNAV (GPS) RWY 18

## CLARKS POINT (CLP) (PFCL)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply. Use Dillingham altimeter setting; when not received use Manokotak altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 2900 direct HEGPI and hold.

| DILLINGHAM AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.550 | 132.75 282.35 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 355-1 | 294 (300-1) | |
| LNAV/VNAV DA | | 464-1½ | 403 (400-1½) | |
| LNAV MDA | 620-1 559 (600-1) | | 620-1½ 559 (600-1½) | 620-1¾ 559 (600-1¾) |
| CIRCLING | 620-1 540 (600-1) | | 620-1½ 540 (600-1½) | 640-2 560 (600-2) |

REIL Rwys 18 and 36
MIRL Rwy 18-36 (L)

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 003° | TDZE | 80 |
| | Apt Elev | 80 |

# RNAV (GPS) RWY 36

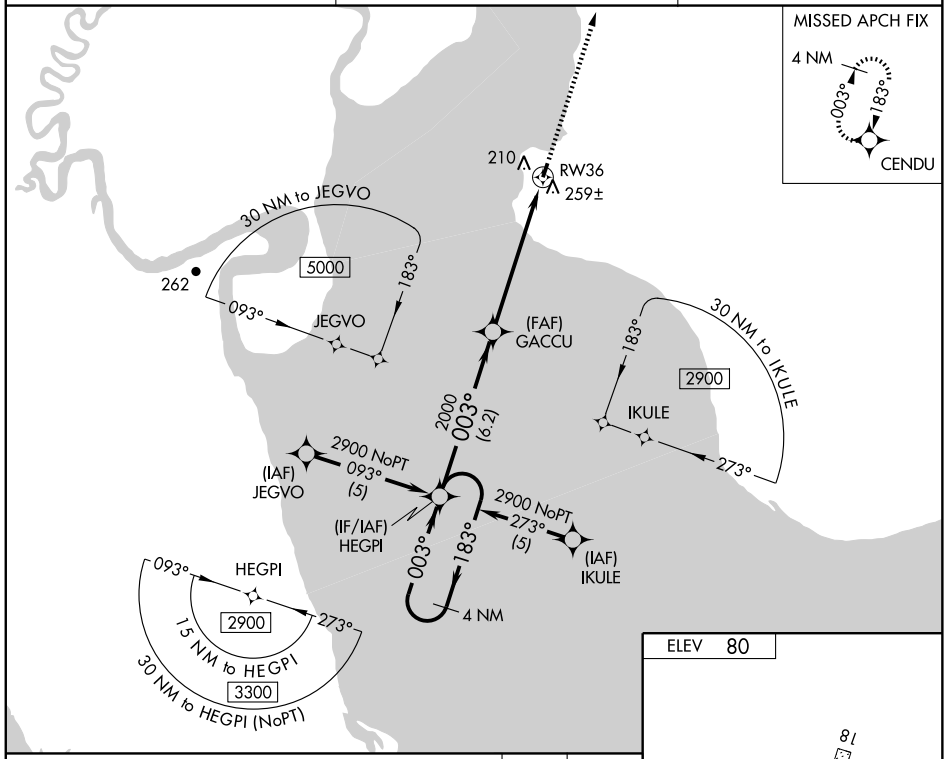
## CLARKS POINT (CLP) (PFCL)

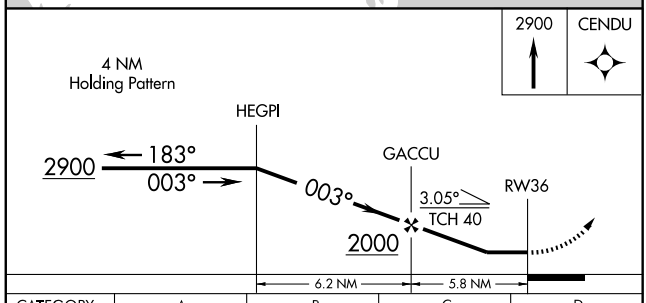
NA

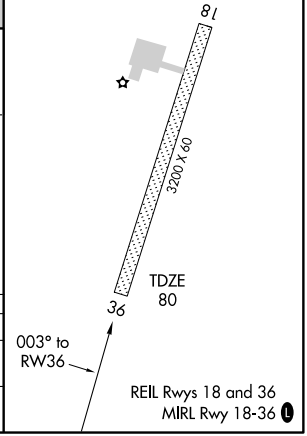
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply. Use Dillingham altimeter setting; when not received use Manokotak altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2900 direct CENDU and hold.

| DILLINGHAM AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.550 | 132.75 282.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 460 (500-1) | | 540-1¼ 460 (500-1¼) | 540-1½ 460 (500-1½) |
| CIRCLING | 600-1 520 (600-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |

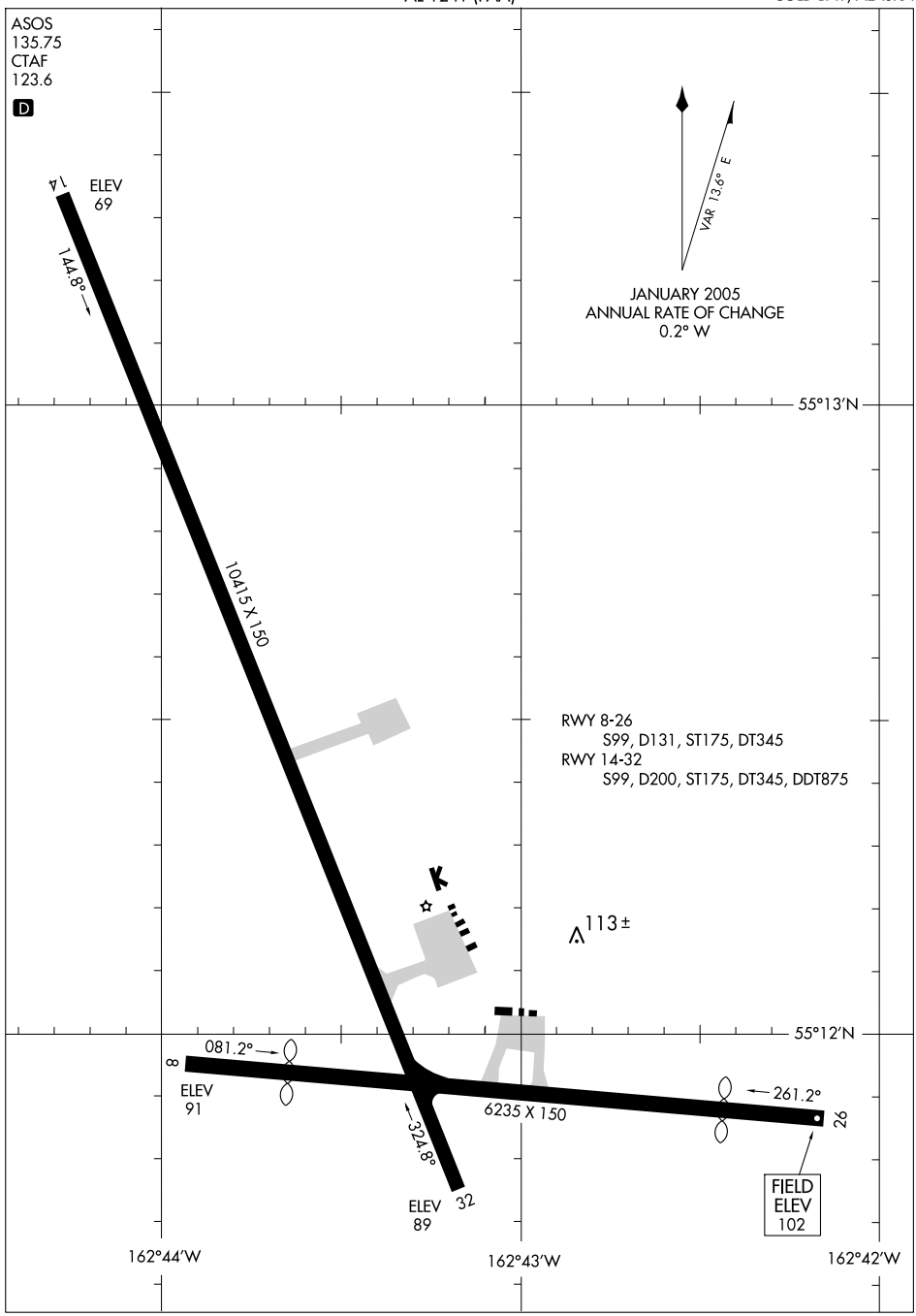
AK, 08 APR 2010 to 03 JUN 2010

10042

# AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

# HI-ILS or LOC /DME RWY 14

| LOC I-CDB | APCH CRS | Rwy ldg | 10,415 |
|---|---|---|---|
| 110.3 | 144° | TDZE | 74 |
| | | Arpt Elev | 96 |

JAL-1241 [USAF]

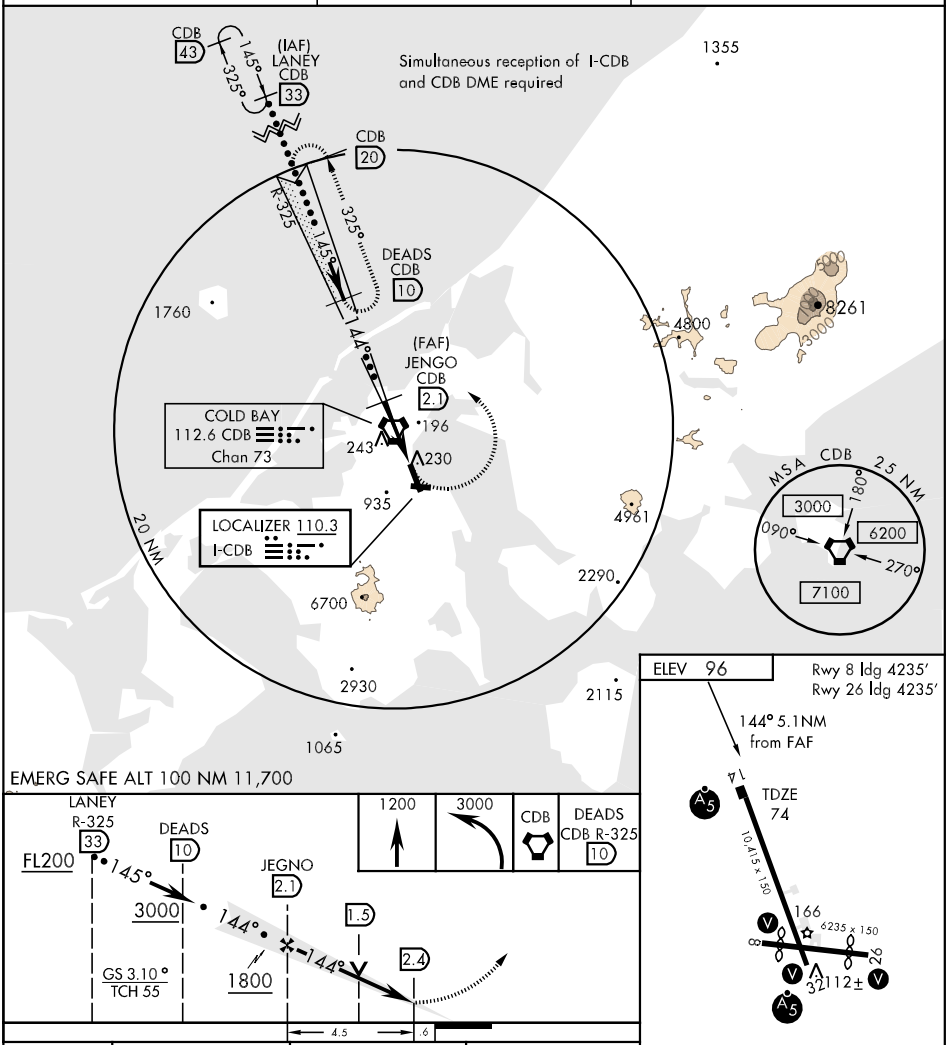
COLD BAY (PACD)

* When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32. When VGSI inop, circling to RWY 26 and 32 not authorized at night.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

| ANCHORAGE CENTER | COLD BAY RADIO | ASOS |
|---|---|---|
| 118.5 278.3 | 123.6 | 135.75 |




EMERG SAFE ALT 100 NM 11,700







| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 14* | 539/50 465 (500-1) | | |
| S-LOC 14* | 600/50 526 (600-1) | 600/60 526 (600-1¼) | |
| CIRCLING ** | 600-1½ 498 (500/1½) | 660-2 558 (600-2) | |

HIRL all Rwy

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:06 | 1:48 | 1:35 | 1:24 | 1:16 |



AK, 08 APR 2010 to 03 JUN 2010

# HI-VOR/DME or TACAN RWY 14

| VORTAC CDB | APCH CRS | Rwy ldg | 10,415 |
|---|---|---|---|
| 112.6 | 141° | TDZE | 74 |
| Chan 73 | | Arpt Elev | 96 |

JAL-1241 [USAF]

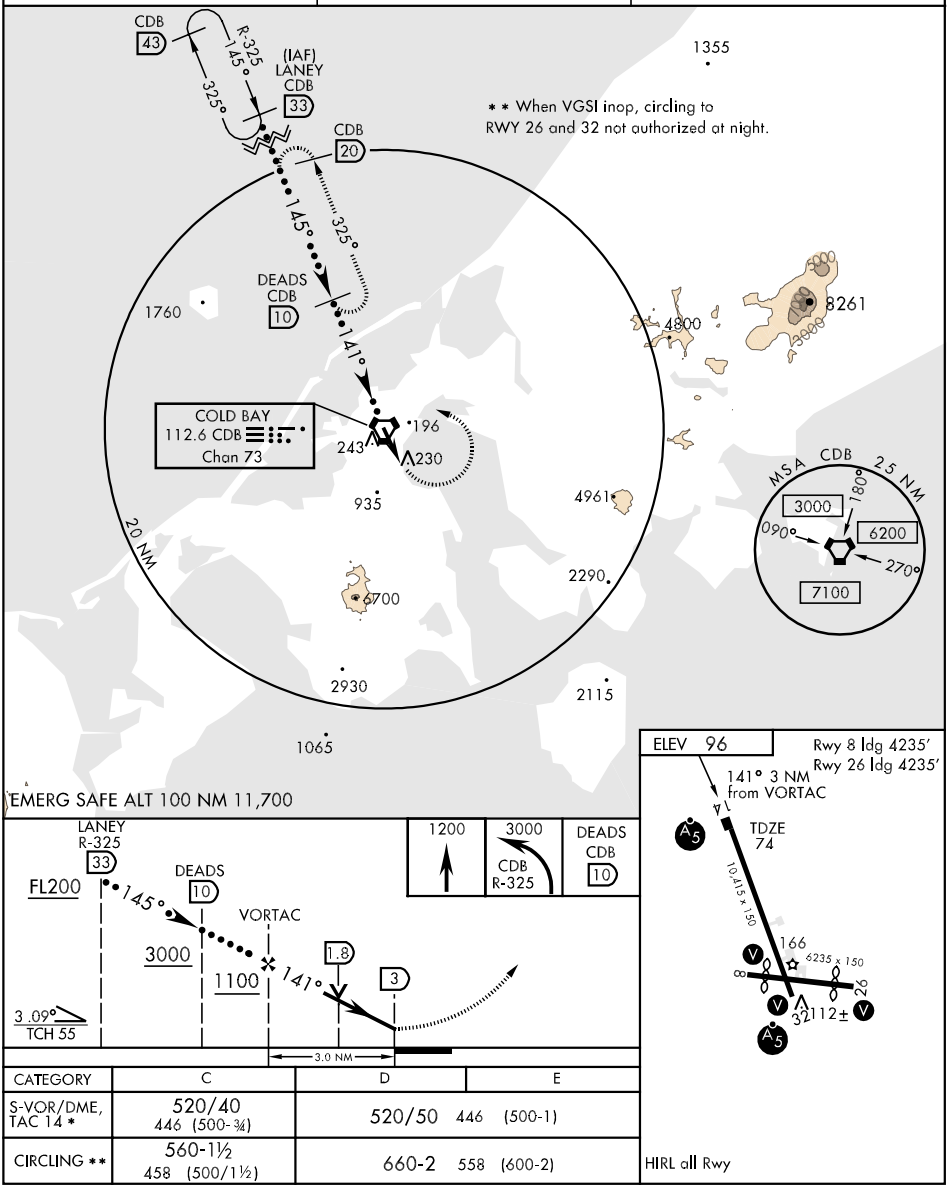
COLD BAY (PACD)

▼ * When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32.

MALSR

MISSED APPROACH: Climbing to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

| ANCHORAGE CENTER | COLD BAY RADIO | ASOS |
|---|---|---|
| 118.5 278.3 | 123.6 | 135.75 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-VOR/DME, TAC 14 * | 520/40 446 (500-¾) | 520/50 446 (500-1) | |
| CIRCLING ** | 560-1½ 458 (500/1½) | 660-2 558 (600-2) | |

HIRL all Rwy



AK, 08 APR 2010 to 03 JUN 2010

| LOC I-CDB | APP CRS | Rwy Idg | 10415 |
|---|---|---|---|
| 110.3 | 144° | TDZE | 74 |
| | | Apt Elev | 96 |

# ILS or LOC/DME RWY 14

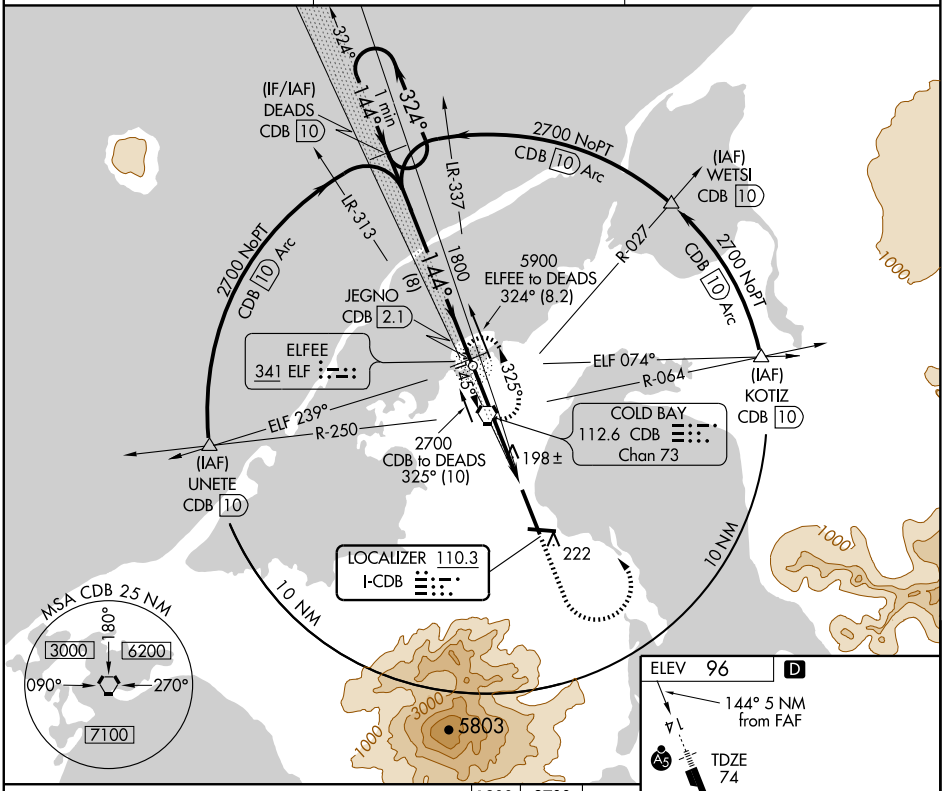
## COLD BAY (CDB) (PACD)

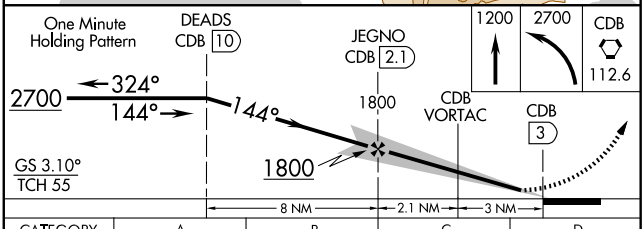
T Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Circling NA for Cats A and B SW of Rwy 14-32 at night.
When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

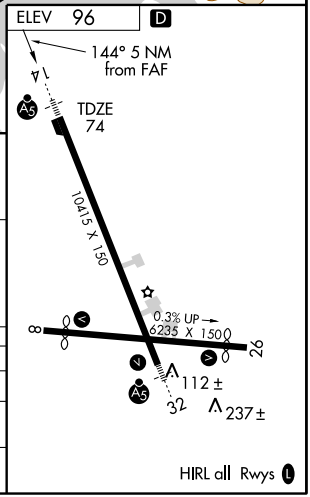
MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | *274/24 | | 200 (200-½) | |
| S-LOC 14 | 500/24 | 426 (500-½) | 500/40 | 426 (500-¾) |
| CIRCLING | 540-1<br>444 (500-1) | 560-1<br>464 (500-1) | 560-1½<br>464 (500-1½) | 660-2<br>564 (600-2) |




HIRL all Rwys L

AK, 08 APR 2010 to 03 JUN 2010

| LOC I-CDB | APP CRS | Rwy Idg | 10415 |
|---|---|---|---|
| 110.3 | 324° | TDZE | 89 |
| | | Apt Elev | 96 |

# LOC/DME BC RWY 32

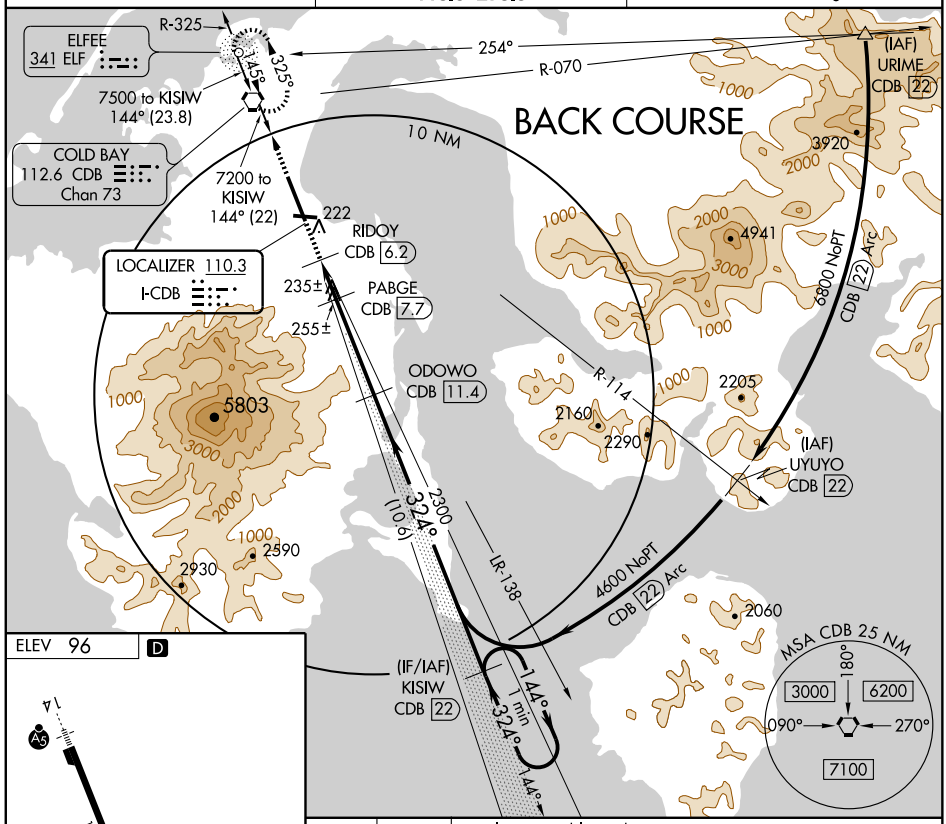
## COLD BAY (CDB) (PACD)

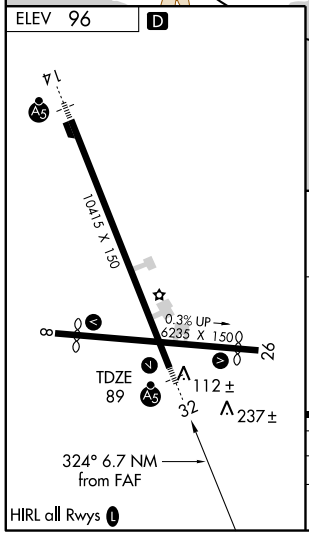
When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Visibility reduction by helicopters NA.

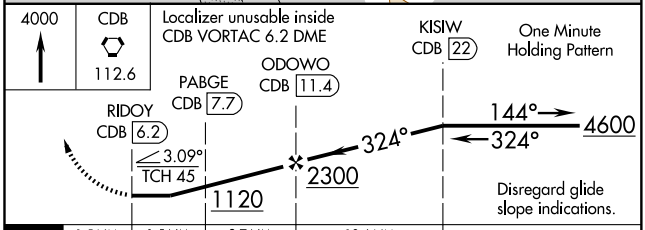
MALSR

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 540-1¼ 451 (500-1¼) | | | |
| CIRCLING | 540-1¾ 444 (500-1¾) | 560-1¾ 464 (500-1¾) | | 660-2 564 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 10415 |
|---|---|---|---|
| CH 45612 | 144° | TDZE | 74 |
| W14A | | Apt Elev | 96 |

# RNAV (GPS) RWY 14
## COLD BAY (CDB) (PACD)

T W When VGSI inoperative, circling Rwy 26 and 32 NA at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME/DME RNP- 0.3 NA.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.

MALSR (A5)

MISSED APPROACH: Climb to 4100 direct PABGE and via track 132° to AFVEK and hold, continue climb-in-hold to 4100.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |

SAFKO
BINAL
3700 216° (30.1)
3700 219° (30.6)
4 NM
144° 324°
3000 NoPT 234° (6)
(IAF) RORAQ
(IF/IAF) DEADS
3000 283° (7)
GLENT
1000
3000 NoPT 061° (8.1)
(IAF) GENFU
4100 037° (22.8)
CHUNA
1800 144° (8)
3000 to DEADS 324° (8.2)
(FAF) JEGNO
ELFEE ELF
COLD BAY CDB 214±
3000 to DEADS 325° (10)
MSA RW14 25 NM
7100
RW14
222
4100 to DEADS 320° (29)
PABGE
132°
AFVEK
4000±
1000 2000 3000

MISSED APCH FIX
AFVEK 140° 320° 5 NM

ELEV 96 D
144° to RW14
TDZE 74
10415 X 150
0.3% UP
6235 X 1500
112±
237±
32
26
HIRL all Rwys L

4 NM Holding Pattern
DEADS
JEGNO
3000
324°
144°
144°
1800
GS 3.10°
TCH 55
8 NM
3.8 NM
1.2
4100 PABGE trk 132° AFVEK
*LNAV only
*1.2 NM to RW14
RW14

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 324/24 | 250 (300-½) | | |
| LNAV MDA | 520/24 | 446 (500-½) | 520/40 446 (500-¾) | 520/50 446 (500-1) |
| CIRCLING | 540-1 444 (500-1) | 560-1 464 (500-1) | 560-1½ 464 (500-1½) | 660-2 564 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

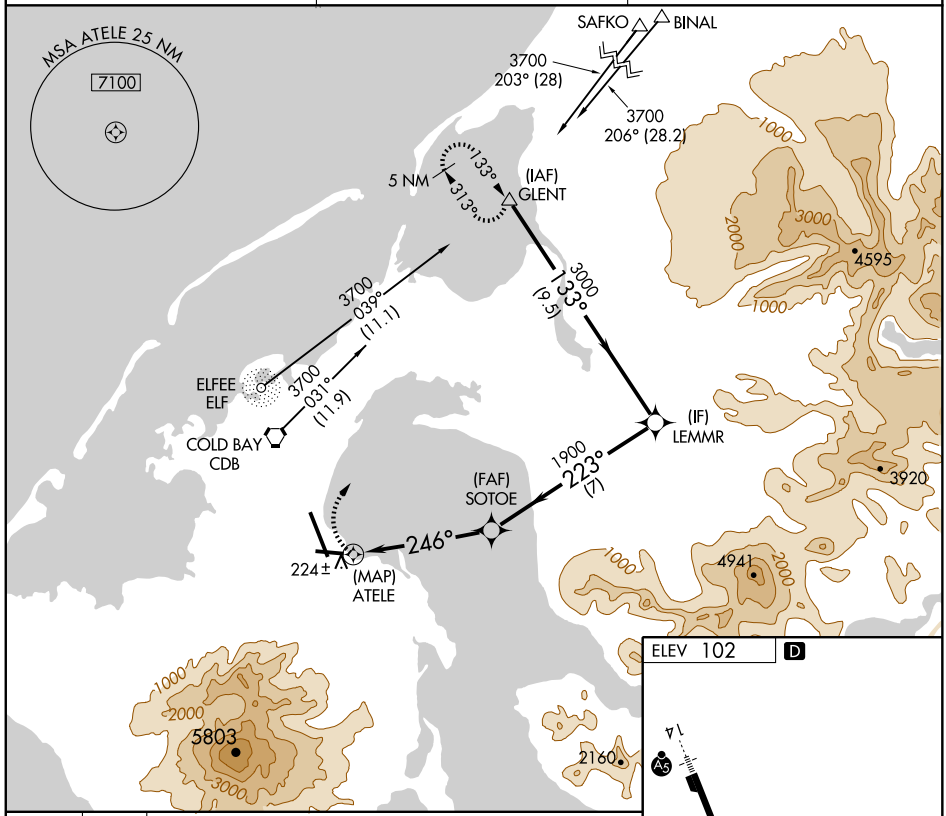
| APP CRS | Rwy Idg | 4235 |
|---|---|---|
| 246° | TDZE | 96 |
| | Apt Elev | 102 |

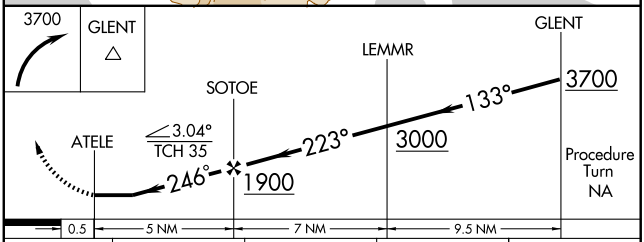
# RNAV (GPS) RWY 26
## COLD BAY (CDB) (PACD)

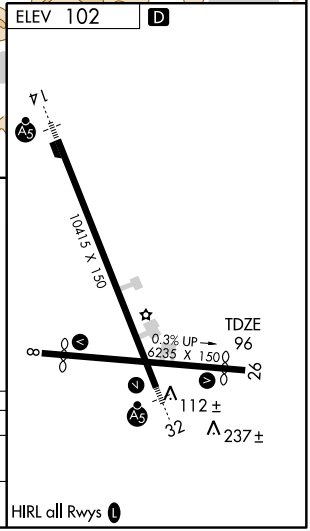
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 32 and straight-in/circling Rwy 26 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 444 (500-1) | | 540-1¼ 444 (500-1¼) | 540-1½ 444 (500-1½) |
| CIRCLING | 540-1 438 (500-1) | 560-1 458 (500-1) | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |

HIRL all Rwys L

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 10415 |
|---|---|---|---|
| CH 49106 | 324° | TDZE | 89 |
| W32A | | Apt Elev | 96 |

# RNAV (GPS) RWY 32

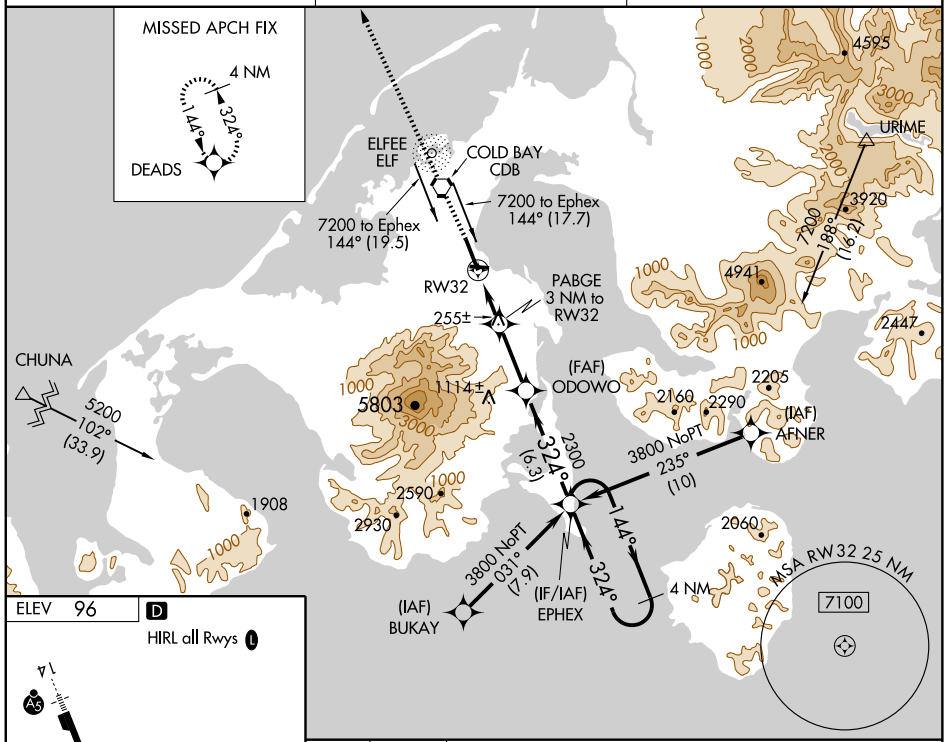
## COLD BAY (CDB) (PACD)

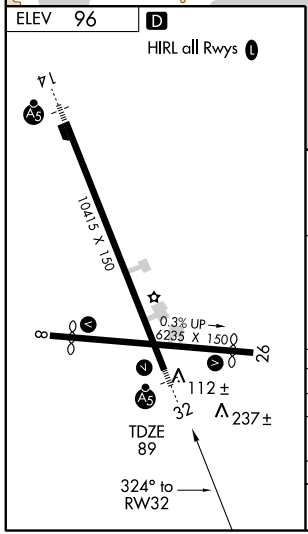
When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night. Inoperative table does not apply to LPV. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV Cats C and D visibility to 1¼. Circling NA for Cats C and D SW of RWY 14-32. Circling NA for Cats A and B SW of RWY 14-32 at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

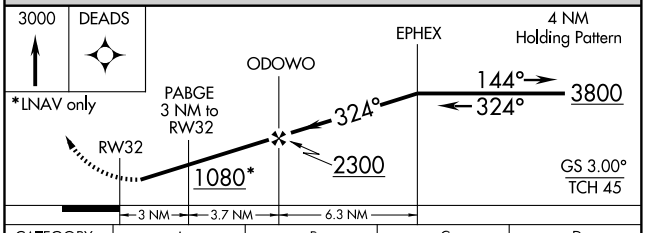
MALSR

MISSED APPROACH: Climb to 3000 direct DEADS and hold.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 339-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 497-1 | 408 (500-1) | |
| LNAV MDA | | 500-1 | 411 (500-1) | |
| CIRCLING | 540-1<br>444 (500-1) | 560-1<br>464 (500-1) | 560-1½<br>464 (500-1½) | 660-2<br>564 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

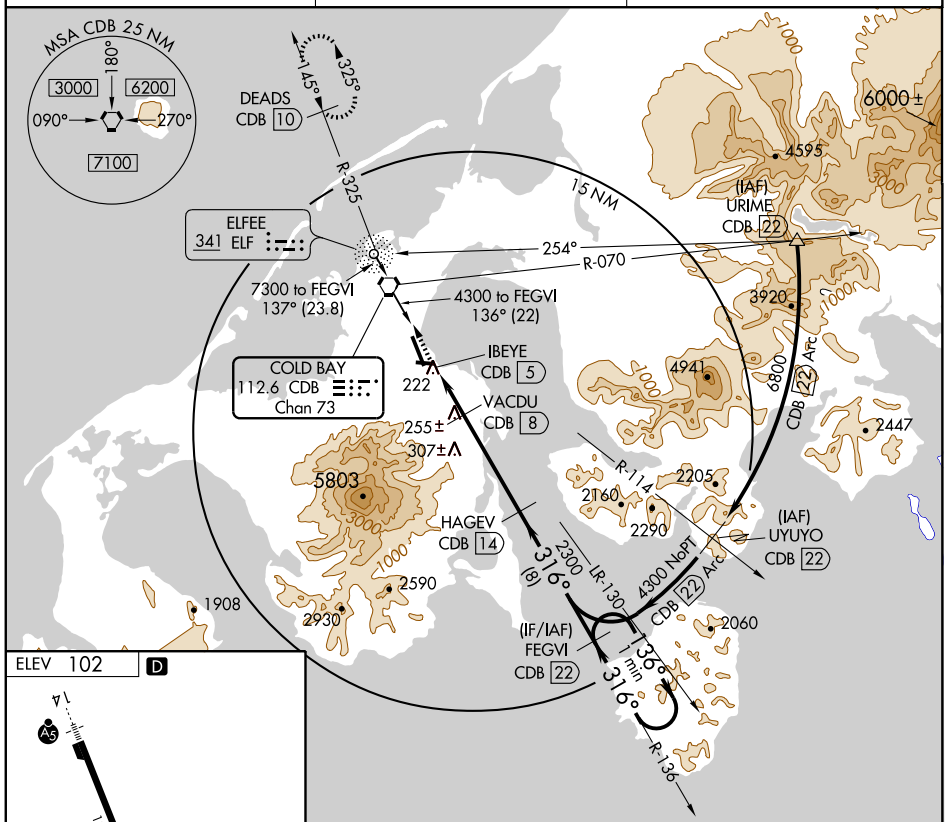
| VORTAC CDB 112.6 Chan 73 | APP CRS 316° | Rwy Idg N/A TDZE N/A Apt Elev 102 |
|---|---|---|

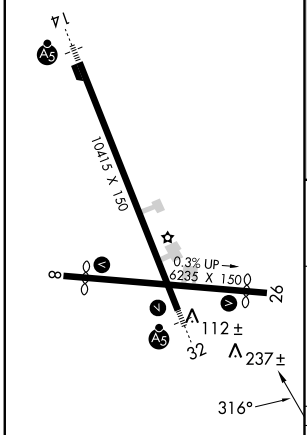
# VOR/DME or TACAN-A
## COLD BAY (CDB) (PACD)

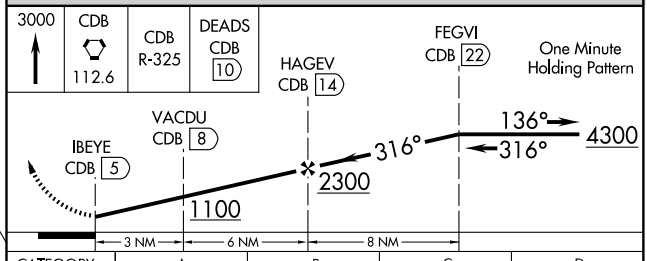
T Circling not authorized for Cats A and B southwest of Rwy14-32 at night.
Circling not authorized for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 26 and 32 not authorized at night.

MISSED APPROACH: Climb to 3000 direct CDB VORTAC and via CDB R-325 to DEADS/10 DME and hold.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 458 (500-1) | | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |

HIRL all Rwys L

AK. 08 APR 2010 to 03 JUN 2010

| VORTAC CDB | APP CRS | Rwy Idg | 10415 |
|---|---|---|---|
| 112.6 | 141° | TDZE | 74 |
| Chan 73 | | Apt Elev | 102 |

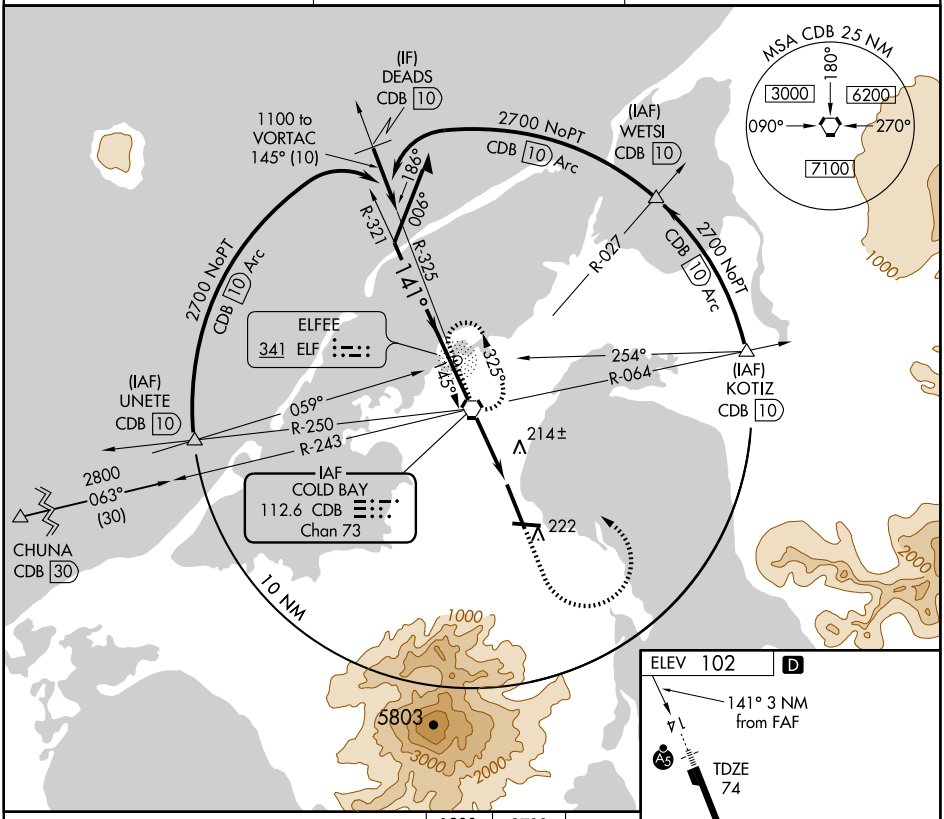
# VOR RWY 14
## COLD BAY (CDB) (PACD)

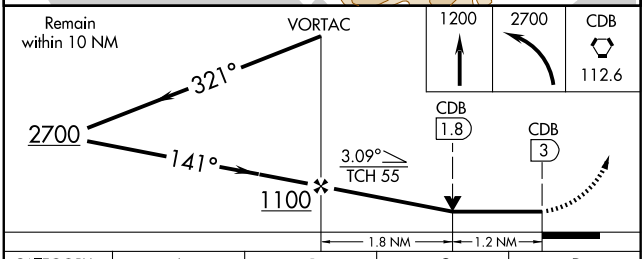
T Circling not authorized for Cats A and B southwest of Rwy 14-32 at night. Circling not authorized for Cats C and D southwest of Rwy 14-32. When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.

MALSR

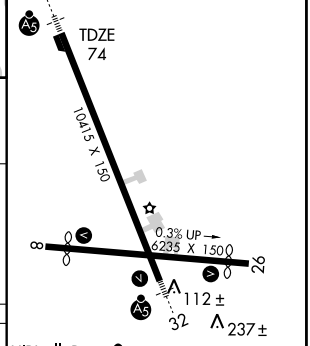
MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold.

| ASOS | ANCHORAGE CENTER | COLD BAY RADIO |
|---|---|---|
| 135.75 | 118.5 278.3 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 520/24 446 (500-½) | | 520/40 446 (500-¾) | 520/50 446 (500-1) |
| CIRCLING | 540-1 438 (500-1) | 560-1 458 (500-1) | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |




HIRL all Rwys L

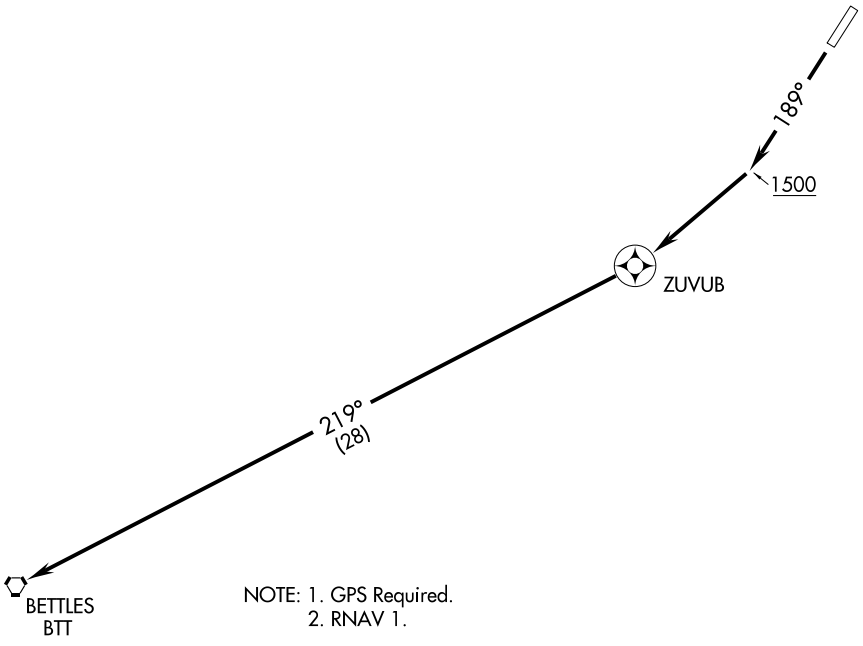
| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |

AK. 08 APR 2010 to 03 JUN 2010

# BETTLES ONE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE CENTER
124.6 352.0
ASOS
135.45
CTAF
122.9




NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 1: NA, obstacles.
Rwy 19: Standard with minimum climb of 391′ per NM to 4300.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 2 NM from DER, 3512′ left of centerline, up to 50′ AGL/1449′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb via 189° heading to at or above 1500, then right turn direct ZUVUB, then via depicted route to BTT VORTAC, maintain 8000.

COLDFOOT, ALASKA

AL-10154 (FAA)

# RNAV (GPS)-A

## COLDFOOT (CXF) (PACX)

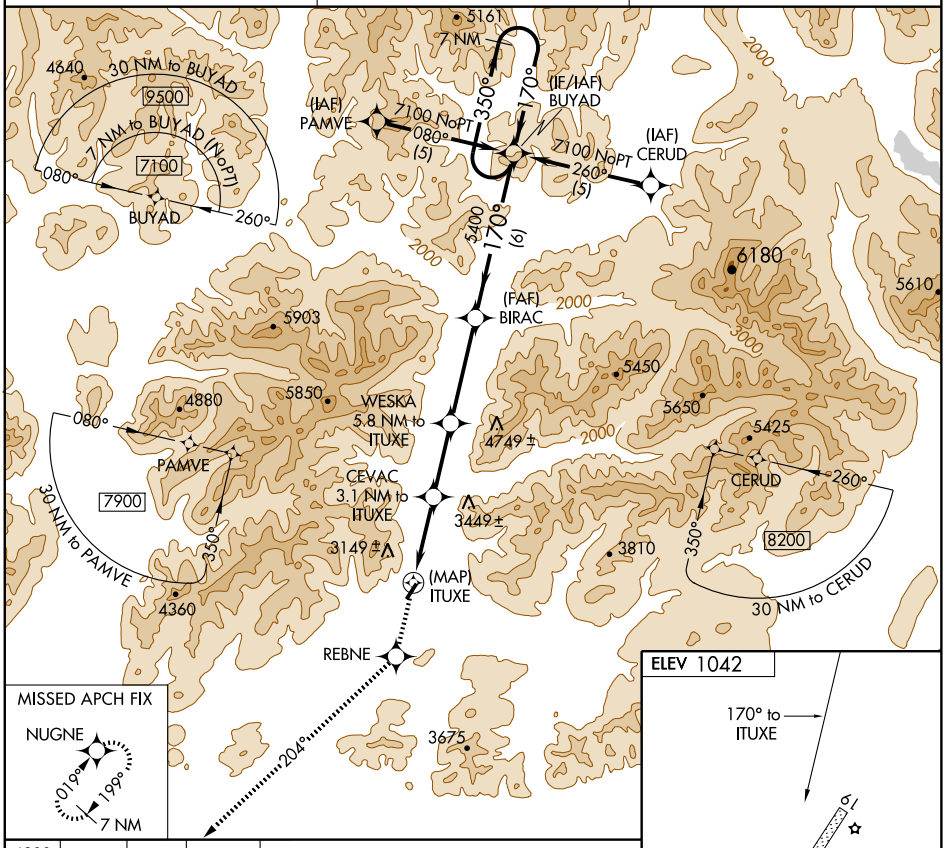
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 170° | TDZE | N/A |
| | Apt Elev | 1042 |

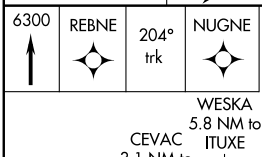
Circling NA for Cats B and C west of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Use Bettles altimeter setting.

NA

MISSED APPROACH: Climb to 6300 direct REBNE and via 204° track to NUGNE and hold.

| BETTLES ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 124.6 352.0 | 122.9 L |

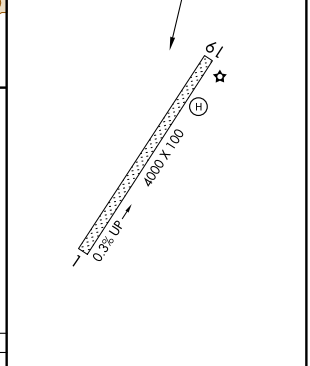






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3460-1¼<br>2418 (2500-1¼) | 3460-1½<br>2418 (2500-1½) | 3460-3<br>2418 (2500-3) | NA |




AK. 08 APR 2010 to 03 JUN 2010

COLDFOOT, ALASKA

AL-10154 (FAA)

# RNAV (GPS) RWY 1

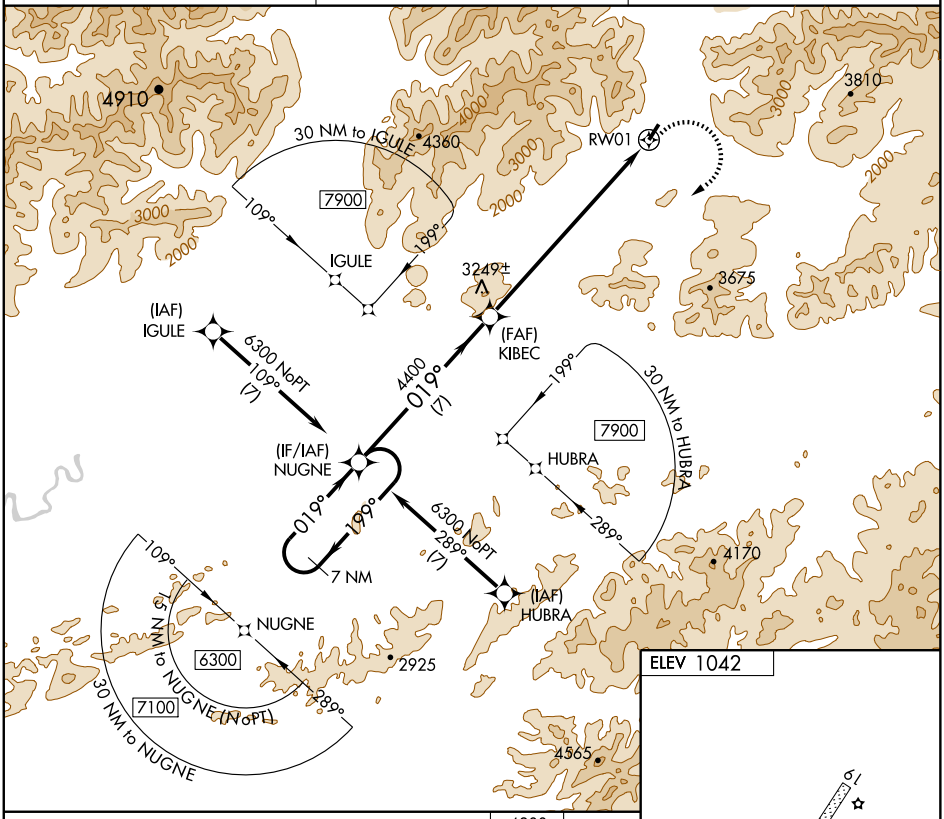
## COLDFOOT (CXF) (PACX)

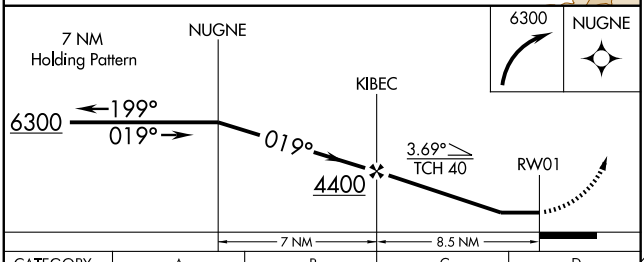
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 019° | TDZE | 1040 |
| | Apt Elev | 1042 |

Circling NA for Cat C west of Rwy 1-19.
Use Bettles altimeter setting.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6300 direct NUGNE and hold.

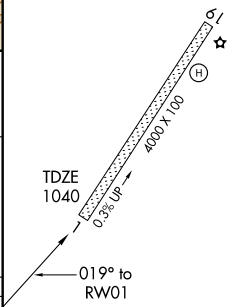
| BETTLES ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 124.6 352.0 | 122.9 (L) |





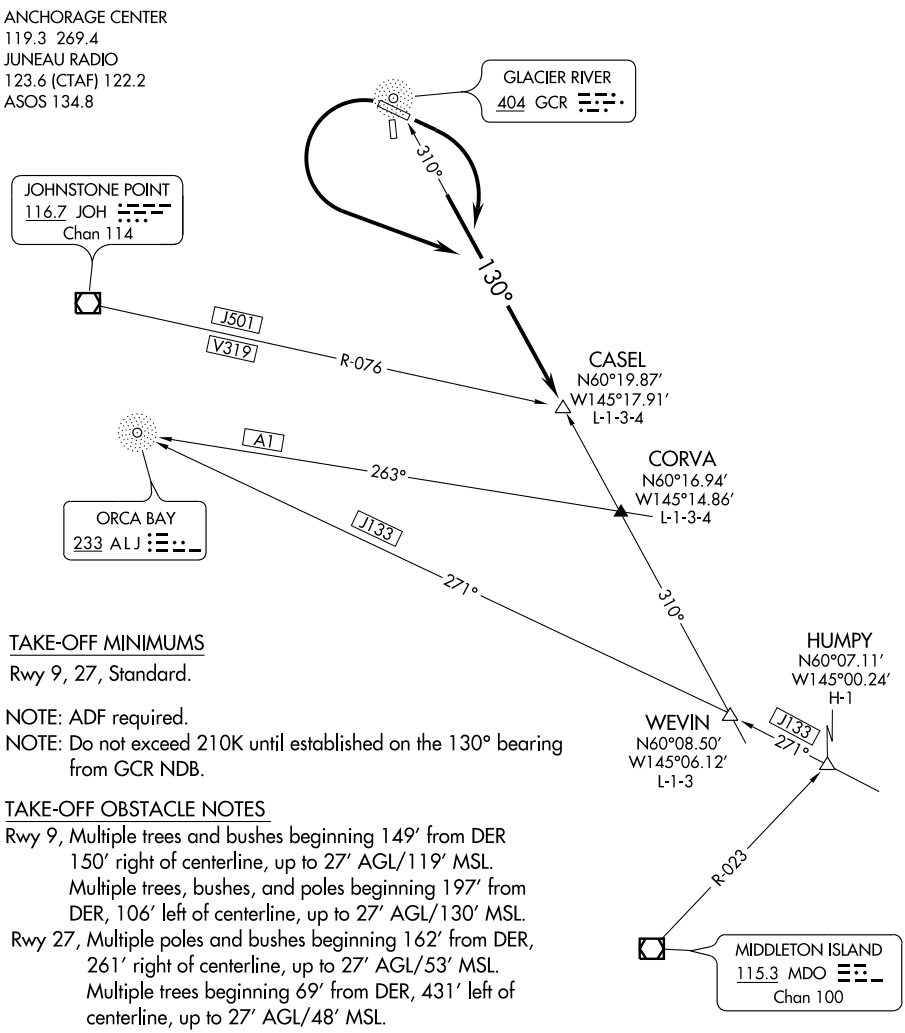





| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3820-1¼<br>2780 (2800-1¼) | 3820-1½<br>2780 (2800-1½) | 3820-3<br>2780 (2800-3) | NA |
| CIRCLING | 3820-1¼<br>2778 (2800-1¼) | 3820-1½<br>2778 (2800-1½) | 3820-3<br>2778 (2800-3) | NA |

MIRL Rwy 1-19 (L)

AK, 08 APR 2010 to 03 JUN 2010




TAKE-OFF MINIMUMS

Rwy 9, 27, Standard.

NOTE: ADF required.

NOTE: Do not exceed 210K until established on the 130° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149′ from DER 150′ right of centerline, up to 27′ AGL/119′ MSL. Multiple trees, bushes, and poles beginning 197′ from DER, 106′ left of centerline, up to 27′ AGL/130′ MSL.

Rwy 27, Multiple poles and bushes beginning 162′ from DER, 261′ right of centerline, up to 27′ AGL/53′ MSL. Multiple trees beginning 69′ from DER, 431′ left of centerline, up to 27′ AGL/48′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

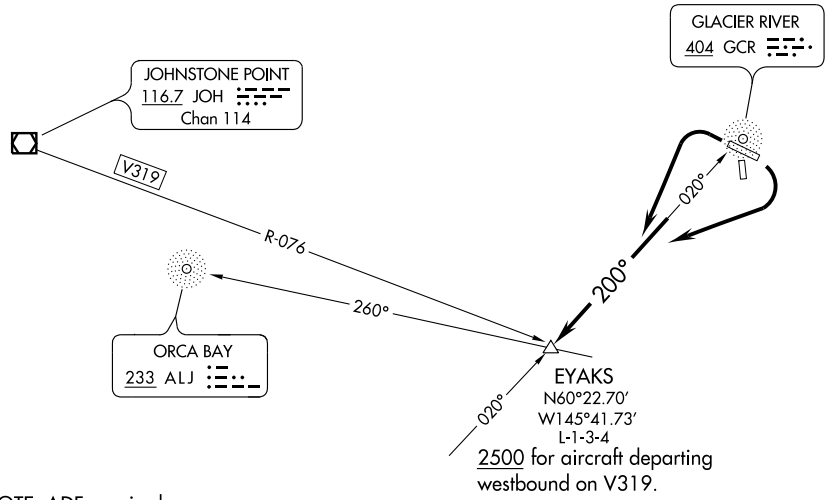
. . . .via assigned route. Maintain 5000 expect higher altitude 10 minutes after departure.

AK, 08 APR 2010 to 03 JUN 2010

# (EYAKS3.EYAKS) 09239
# EYAKS THREE DEPARTURE

CORDOVA/ MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
SL-1195 (FAA)
CORDOVA, ALASKA

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 134.8




NOTE: ADF required.

NOTE: Rwy 27: ATC climb of 219' per NM to 2500 required for aircraft departing westbound on V319.

TAKE-OFF MINIMUMS

Rwy 9, 27, Standard. Do not exceed 210K until established on 200° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149' from DER, 150' right of centerline, up to 27' AGL/119' MSL.
Multiple trees, bushes, and poles beginning 197' from DER, 106' left of centerline, up to 27' AGL/130' MSL.
Rwy 27, Multiple poles and bushes beginning 162' from DER, 261' right of centerline, up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER, 431' left of centerline, up to 27' AGL/48' MSL.

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

. . . . via assigned route, maintain 5000, expect higher altitude 10 minutes after departure.

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-CDV | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 110.7 | 272° | TDZE | 53 |
| Chan 44 | | Apt Elev | 54 |

# ILS or LOC/DME RWY 27

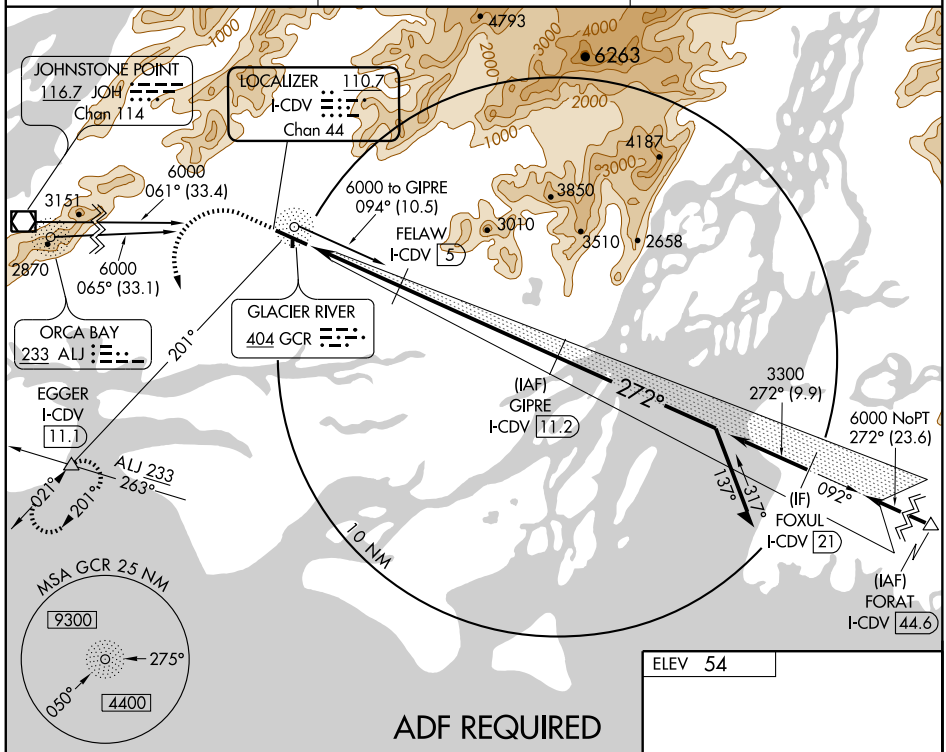
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

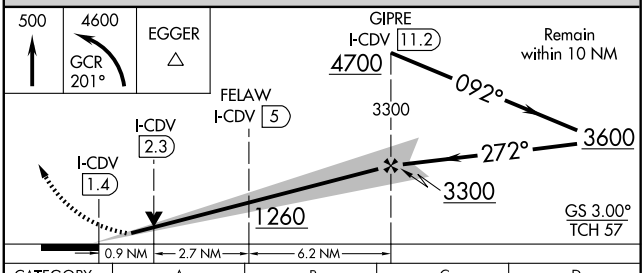
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.
ADF required.

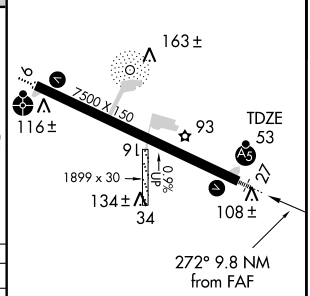
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 4600 via 201° bearing from GCR NDB to EGGER INT/I-CDV 11.1 DME and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 134.8 | 119.3 133.6 269.4 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 253-½ 200 (200-½) | | | |
| S-LOC 27 | 380-½ 327 (400-½) | | | |
| CIRCLING | 460-1 406 (500-1) | 520-1 466 (500-1) | 520-1½ 466 (500-1½) | 620-2 566 (600-2) |

HIRL Rwy 9-27 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 040° | TDZE | N/A |
| | Apt Elev | 54 |

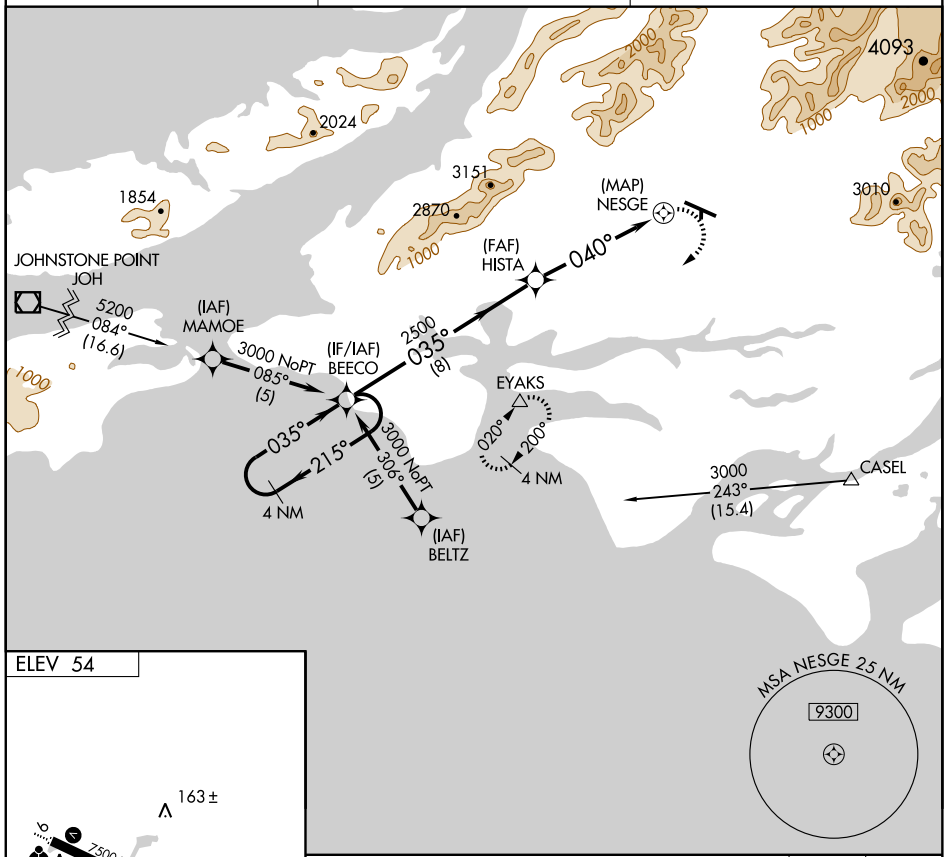
# RNAV (GPS)-B

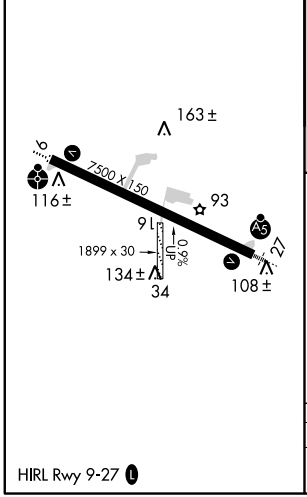
CORDOVA/MERLE K (MUDHOLE) SMITH (CDV)(PACV)

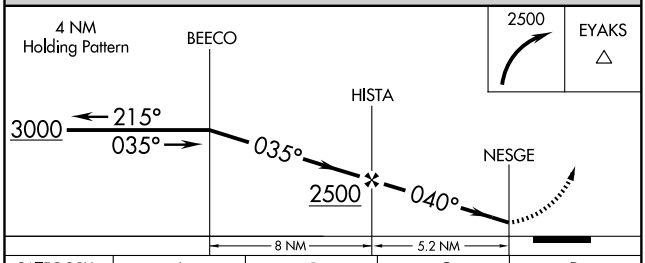
DME/DME RNP-0.3 NA.
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.

MISSED APPROACH: Climbing right turn to 2500 direct EYAKS and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 134.8 | 119.3 133.6 269.4 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 460-1<br>406 (500-1) | 520-1<br>466 (500-1) | 520-1½<br>466 (500-1½) | 620-2<br>566 (600-2) |

HIRL Rwy 9-27 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 7500 |
|---|---|---|
| 282° | TDZE | 53 |
| | Apt Elev | 54 |

# RNAV (GPS) RWY 27

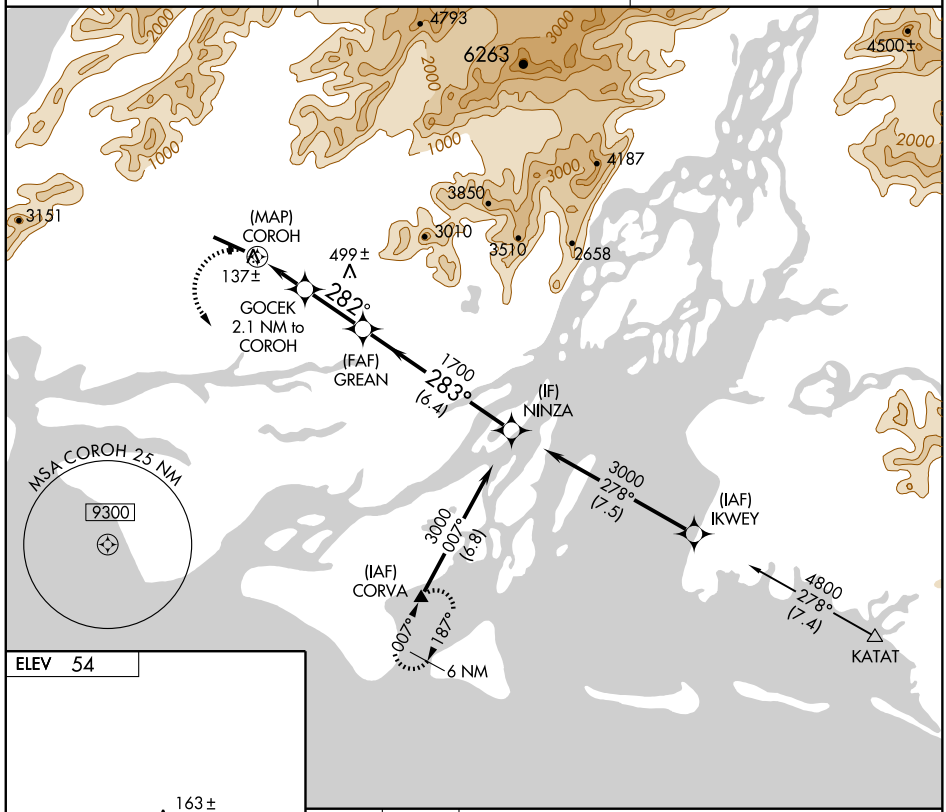
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

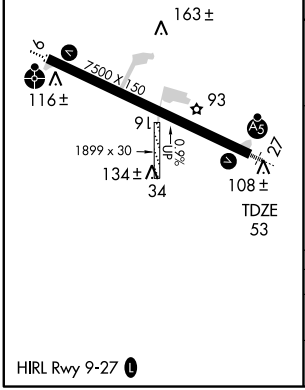
DME/DME RNP- 0.3 NA. Circling NA north Rwy 9-27. Circling NA at night to Rwy 16-34. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile, increase Cat D visibility to 1¼ mile.

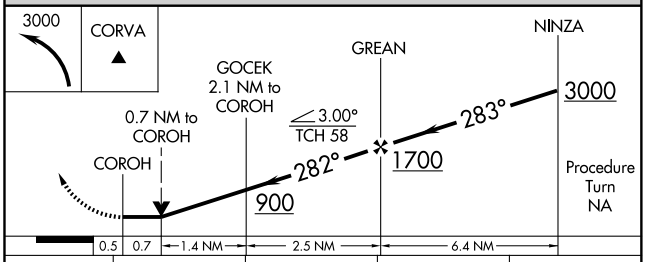
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CORVA and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 134.8 | 119.3 133.6 269.4 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-¾ 407 (500-¾) | | | 460-1 407 (500-1) |
| CIRCLING | 460-1 406 (500-1) | 520-1 466 (500-1) | 520-1½ 466 (500-1½) | 620-2 566 (600-2) |

HIRL Rwy 9-27 L

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-SCC | APP CRS | Rwy Idg 6500 |
|---|---|---|
| 109.3 | 052°M | TDZE 65 |
| Chan 30 | (223°G) | Apt Elev 65 |

# ILS or LOC/DME RWY 5

DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DAs/MDAs 140 feet and all visibilities ¾ mile. For inoperative MALSR, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. VDP NA when using Nuiqsut altimeter setting. Use I-SCC DME when on localizer course. * Visibility Cats A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |

PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

(IAF) YIGUF SCC 16

SCC R-272

2300 NoPT SCC 16 Arc

1900 to Cimas 220°M (6.7) (031°G)

1900 to Cimas 232°M (6.2) (043°G)

(171°G) 360°M (351°G) 180°M

232 222

PUT RIVER 376 PVQ

10 NM

DEADHORSE 113.9 SCC Chan 86

114±

SCC LR-240

(088°G) 277° 097° (268°G)

052°M (223°G)

232°M (043°G)

(IAF) CIMAS I-SCC 6

ZEPAD I-SCC 1.6

LOCALIZER 109.3 I-SCC Chan 30

232°

1600 052°M (9.8) (223°G)

T

M

(IF) JOVVO I-SCC 15.8

SCC LR-224

MSA SCC 25 NM

2200

DME REQUIRED

SCC R-178

SCC R-157

SCC R-138

MV 023° E GV 171° E

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

G

2300 NoPT SCC 16 Arc

(IAF) ARCON SCC 16

(IAF) UVALL SCC 16

(IAF) SHELO SCC 16

2300 NoPT SCC 16 Arc

2300 NoPT SCC 16 Arc

355

ELEV 65

205

TDZE 65

6500 X 150

5 23

052°M (223°G) 4.6 NM from FAF

| 1500 | 2000 | SCC |
|---|---|---|
| ↑ | ↗ | 113.9 |

Remain within 15 NM

CIMAS I-SCC 6

1900

232°M (043°G)

1600

052°M (223°G)

1600

I-SCC 2.2

ZEPAD I-SCC 1.6

GS 3.00° TCH 55

3.8 NM 0.6 0.2

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 | *265/24 200 (200-½) | | | | |
| S-LOC 5 | 380/24 315 (400-½) | | | 380/40 315 (400-¾) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

HIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-SCC | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 109.3 | 232° M | TDZE | 63 |
| Chan 30 | (043° G) | Apt Elev | 65 |

# LOC/DME BC RWY 23

DEADHORSE (SCC) (PASC)

⚠ For inoperative MALSR, increase Cat D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

MALSR

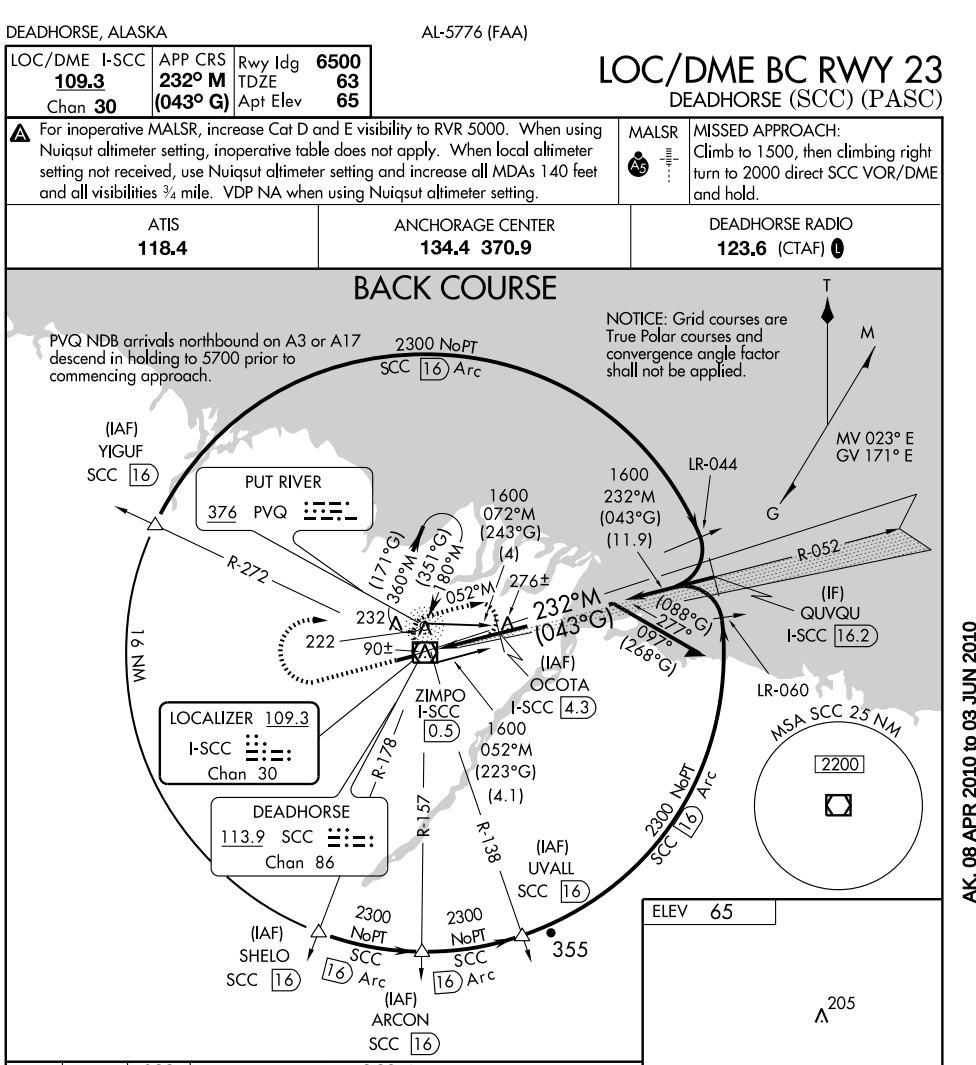
MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |

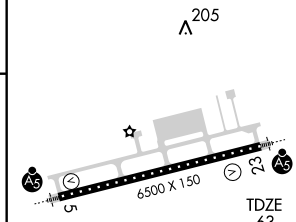
## BACK COURSE

PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



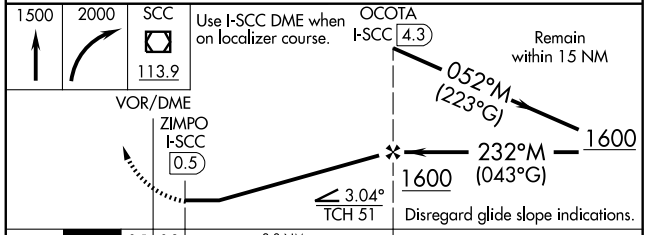

ELEV 65




HIRL Rwy 5-23 L

| 1500 | 2000 | SCC 113.9 |
|---|---|---|

Use I-SCC DME when on localizer course.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 | 340/24 277 (300-½) | | | 340/40 277 (300-¾) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

AK. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 5

## DEADHORSE (SCC) (PASC)

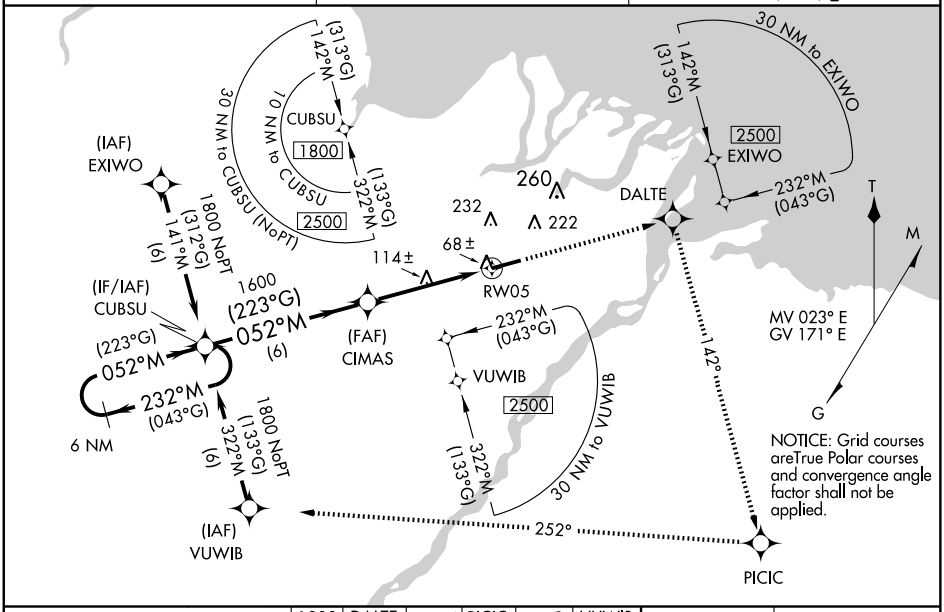
| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 49103 | 052° M | TDZE | 65 |
| W05A | (223° G) | Apt Elev | 65 |

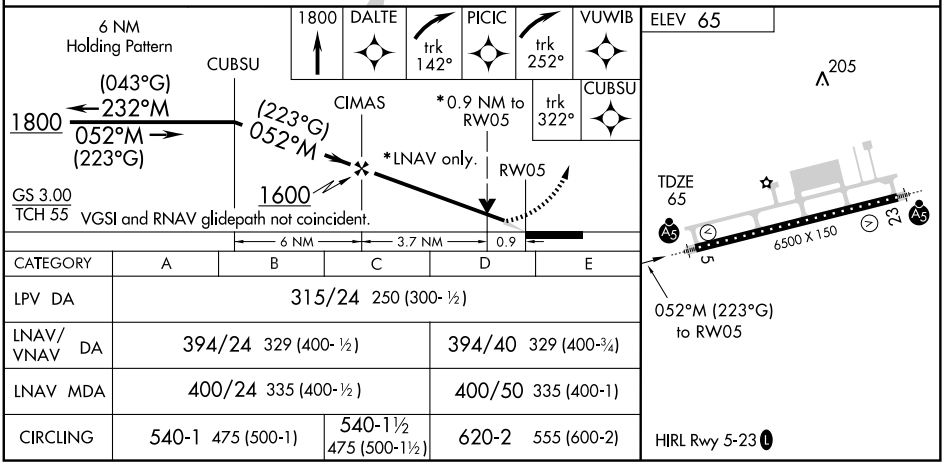
⚠ Baro-VNAV NA when using Nuiqsut altimeter setting. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LPV all Cats. visibility ¼ mile, LNAV/VNAV Cats. A, B, C visibility ½ mile, Cat. D, E visibility ¼ mile, increase LNAV Cat. C, E visibility ¼ mile, Circling Cat. C/D ¼ mile and Cat. E ½ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV visibility Cat. D to RVR 5000, Cat. E to RVR 6000, LNAV Cat.E to RVR 6000. Inoperative table does not apply to LNAV Cat. D visibility. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV Cat. E to 1½ mile and LNAV Cat. E to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 1800 direct DALTE and right turn via track 142° to PICIC and right turn via track 252° to VUWIB and via track 322° to CUBSU and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 315/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 394/24 329 (400-½) | | | 394/40 329 (400-¾) | |
| LNAV MDA | 400/24 335 (400-½) | | | 400/50 335 (400-1) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 69203 | 232° M | TDZE | 63 |
| W23A | (043° G) | Apt Elev | 65 |

# RNAV (GPS) RWY 23

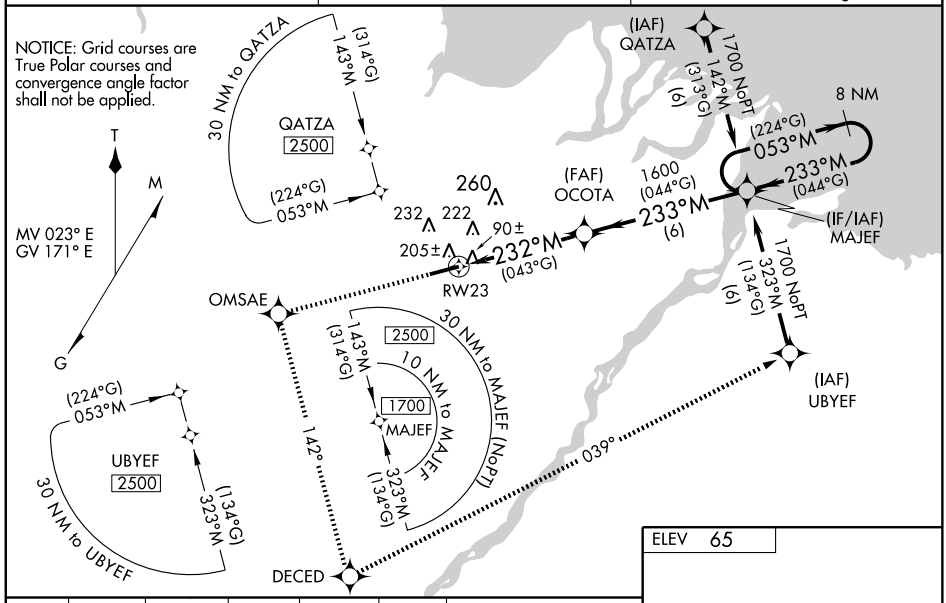
## DEADHORSE (SCC) (PASC)

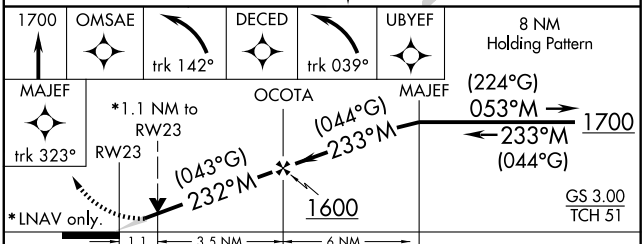
A Baro-VNAV NA when using Nuiqsut altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LNAV Cats. A, B, D visibility ¼ mile, Cats. C,E visibility ½ mile, LNAV/VNAV all Cats. visibility ½ mile, Circling Cat. C/D ¼ mile and Cat. D ½ mile. For inoperative MALSR, increase LNAV/VNAV Cat. E visibility to 1¾ miles, LNAV Cat D to RVR 6000 and Cat. E to 1½ miles. Inoperative table does not apply to LPV all Cats. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV and LNAV Cat. E to 2 miles.

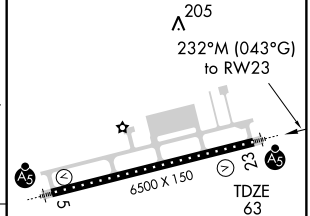
MALSR

MISSED APPROACH: Climb to 1700 direct OMSAE and left turn via track 142° to DECED and left turn via track 039° to UBYEF and via track 323° to MAJEF and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 313/40 250 (300-¾) | | | | |
| LNAV/VNAV DA | 524/50 461 (500-1) | | | | 524/60 461 (500-1¼) |
| LNAV MDA | 460/24 397 (400-½) | | | 460/50 397 (400-1) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 113.9 | 052°M | TDZE | 65 |
| Chan 86 | (223°G) | Apt Elev | 65 |

# VOR/DME RWY 5

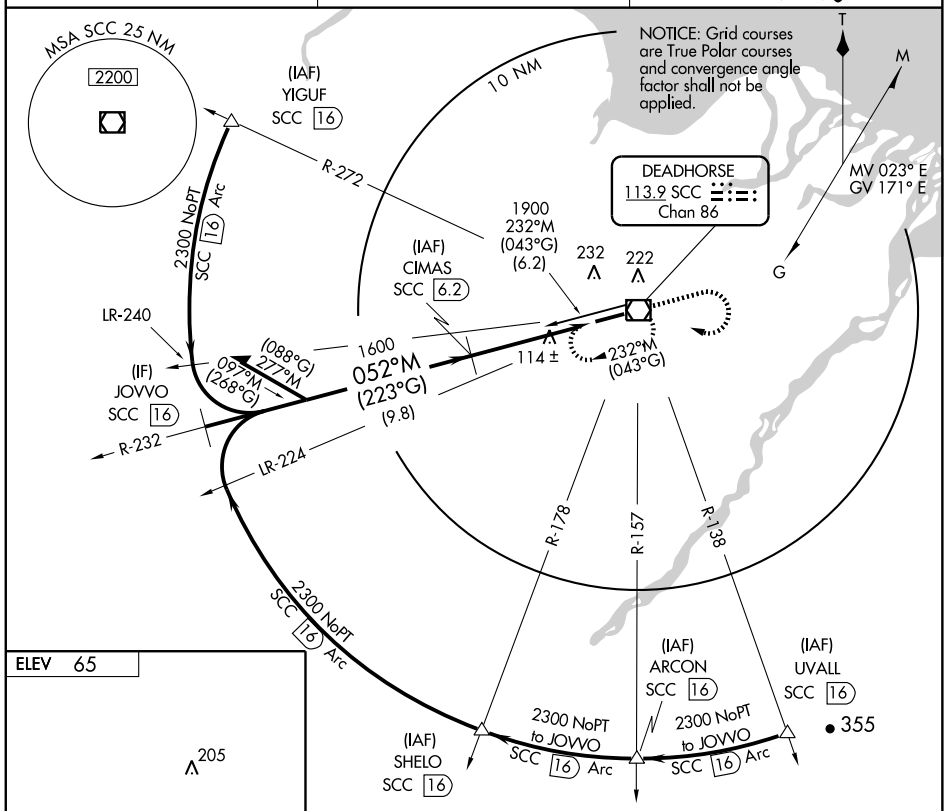
## DEADHORSE (SCC) (PASC)

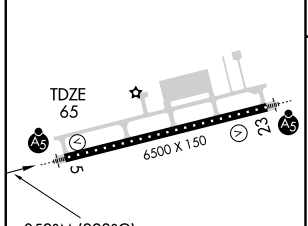
⚠ Inoperative table does not apply to S-5 Cats D and E, and when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

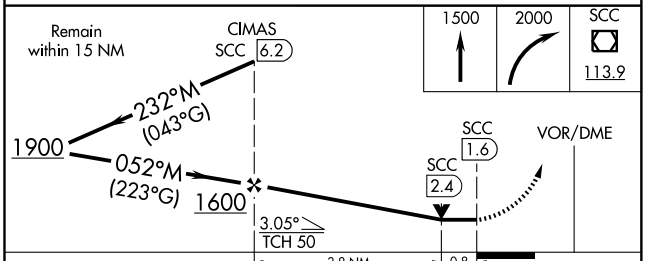
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 | 380/24 315 (400-½) | | | 380/50 315 (400-1) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 113.9 | 232° M | TDZE | 63 |
| Chan 86 | (043° G) | Apt Elev | 65 |

# VOR/DME RWY 23

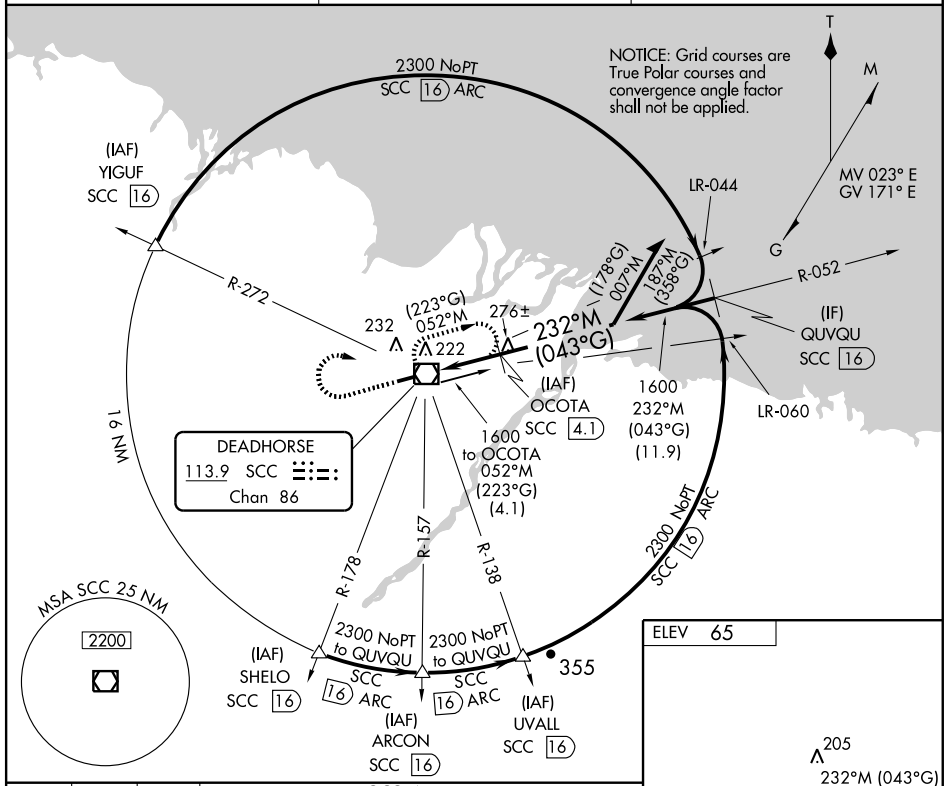
## DEADHORSE (SCC) (PASC)

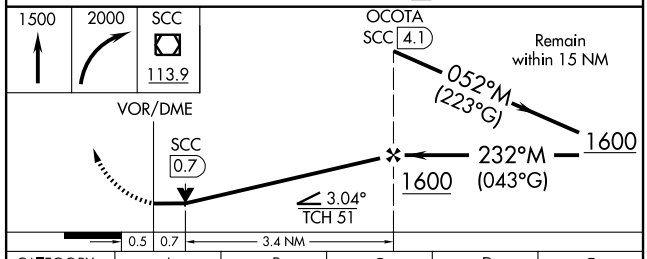
For inoperative MALSR, increase S-23 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilites 1 mile. VDP NA when using Nuiqsut altimeter setting.

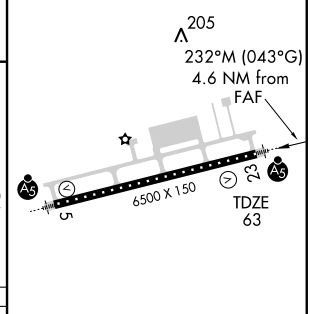
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 | 480/24 417 (500-½) | | 480/40 417 (500-¾) | 480/50 417 (500-1) | |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) | |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 113.9 | 052°M | TDZE | 65 |
| Chan 86 | (223°G) | Apt Elev | 65 |

# VOR RWY 5

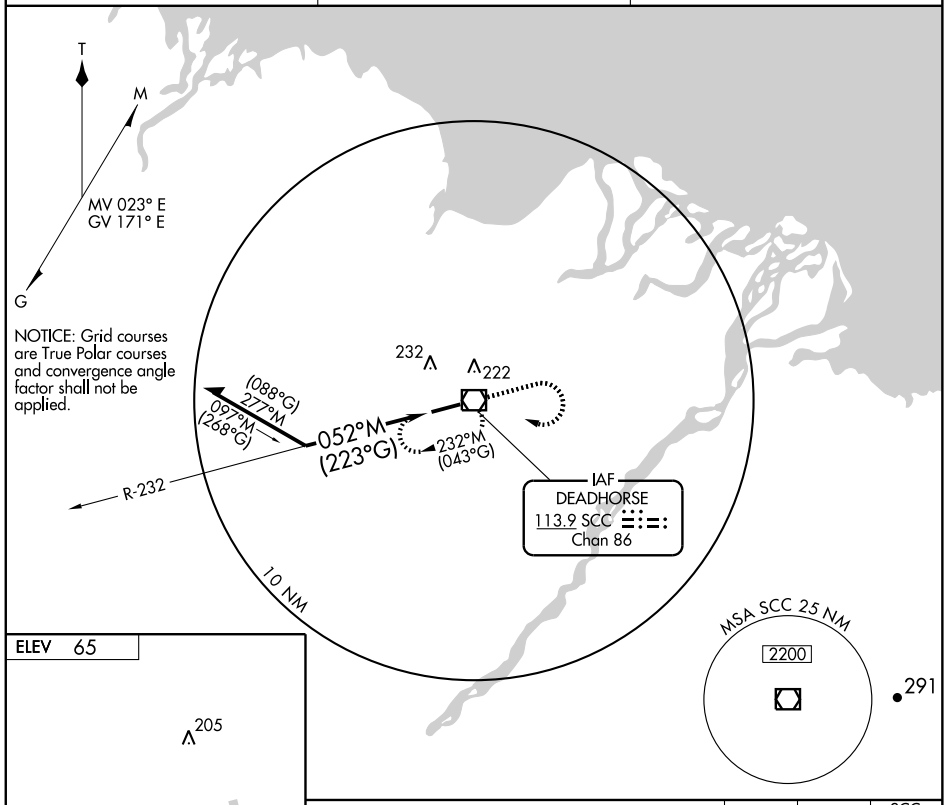
## DEADHORSE (SCC) (PASC)

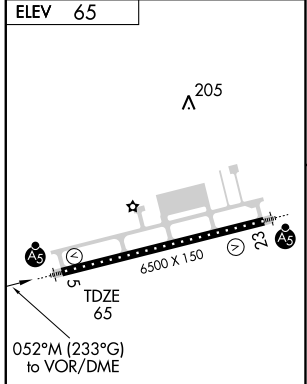
⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

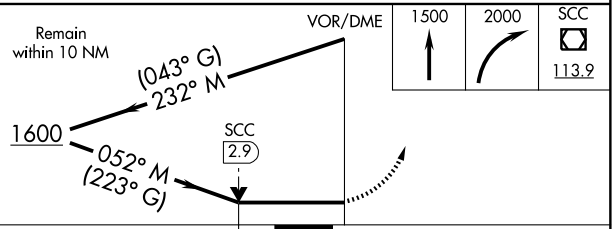
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 520/24 455 (500-½) | | 520/40 455 (500-¾) | 520/50 455 (500-1) |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 113.9 | 232°M | TDZE | 63 |
| Chan 86 | (043°G) | Apt Elev | 65 |

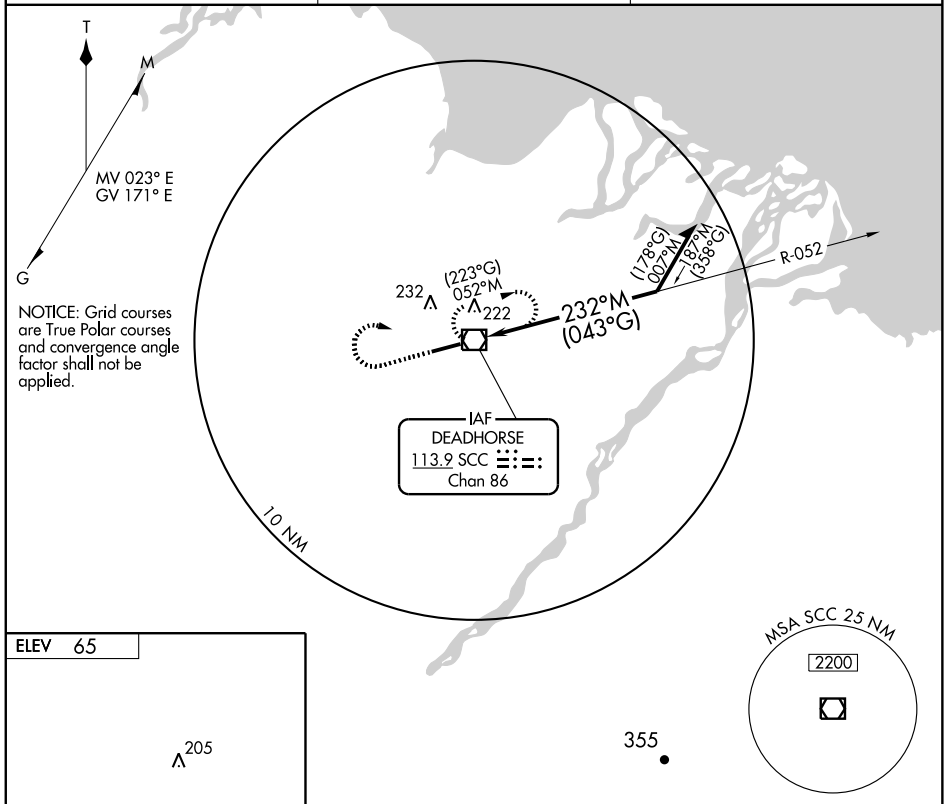
# VOR RWY 23
## DEADHORSE (SCC) (PASC)

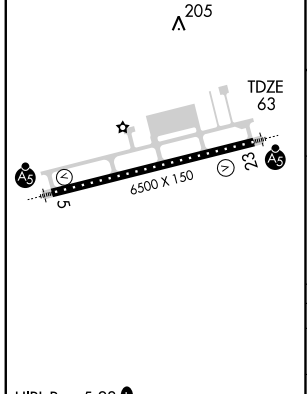
⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

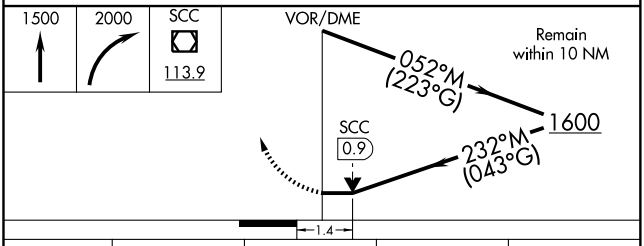
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | DEADHORSE RADIO |
|---|---|---|
| 118.4 | 134.4 370.9 | 123.6 (CTAF) L |



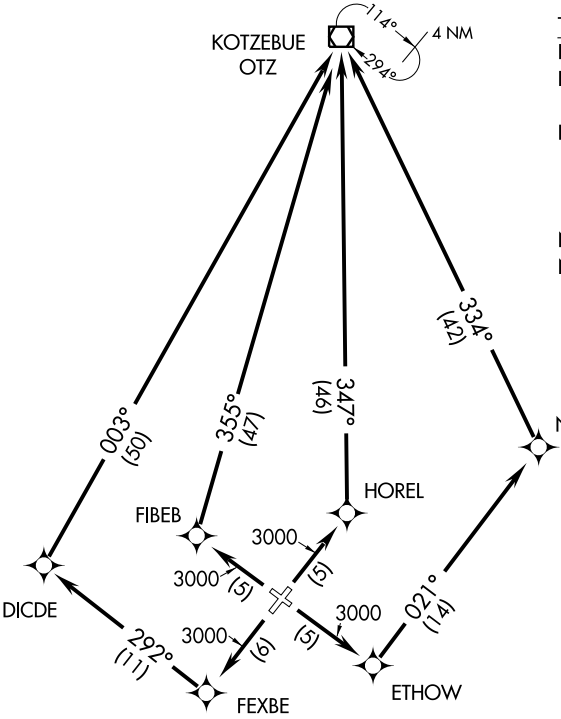

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 540/24 477 (500-½) | | 540/40 477 (500-¾) | 540/50 477 (500-1) |
| CIRCLING | 540-1 475 (500-1) | | 540-1½ 475 (500-1½) | 620-2 555 (600-2) |

HIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

ANCHORAGE CENTER
119.2 263.0
CTAF 122.9

TAKE-OFF OBSTACLES:
Rwy 2, Tree 82' from DER, 6' right of centerline, 30' AGL/55'MSL,
Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Rwy 11, Trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL.
Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL.
Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL.
Rwy 20, Trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.
Rwy 29, Trees beginning 681' from DER, left and right of centerline, up to 30' AGL/104' MSL.
Tree 3524' from DER, 1185' right of centerline, 30' AGL/154' MSL.
Trees beginning 4721' from DER, 287' left of centerline, up to 30' AGL/179' MSL.
Tree 1.0 NM from DER, 653' left of centerline, 30' AGL/213' MSL.
Trees beginning 1.1 NM from DER, 872' right of centerline, up to 30' AGL/213' MSL.




TAKE-OFF MINIMUMS:
Rwys 2, 20: Standard.
Rwy 11, Standard with a minimum climb of 360' per NM to 800.
Rwy 29, 300-1½ or Standard with a minimum climb of 270' per NM to 300.

NOTE: GPS Required
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb to 3000 or ATC assigned higher altitude direct HOREL and via 347° track to OTZ VOR/DME.

TAKE-OFF RWY 11: Climb to 3000 or ATC assigned higher altitude direct ETHOW and via 021° track to NANRE, and via 334° track to OTZ VOR/DME.

TAKE-OFF RWY 20: Climb to 3000 or ATC assigned higher altitude direct FEXBE and right turn via 292° track TO DICDE, and via 003° track to OTZ VOR/DME.

TAKE-OFF RWY 29: Climb to 3000 or ATC assigned higher altitude direct FIBEB and via 355° track to OTZ VOR/DME.

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 022° | TDZE | 14 |
| | Apt Elev | 21 |

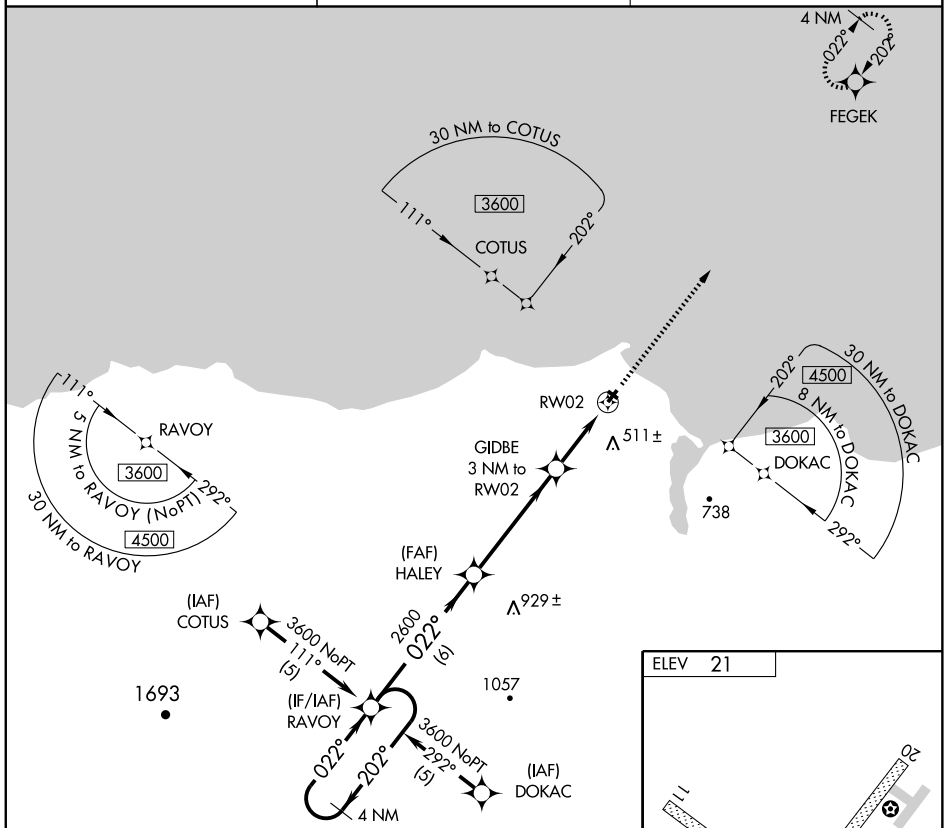
# RNAV (GPS) RWY 2

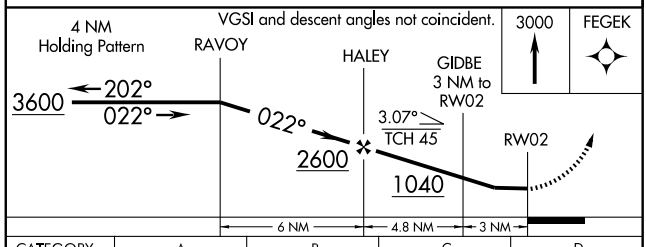
DEERING (DEE)(PADE)

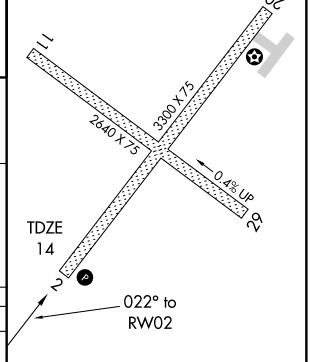
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FEGEK and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.5 | 119.2 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 526 (600-1) | | 540-1½ 526 (600-1½) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

REIL Rwys 2, 11, 20, and 29 L

MIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 2640 |
|---|---|---|
| 110° | TDZE | 21 |
| | Apt Elev | 21 |

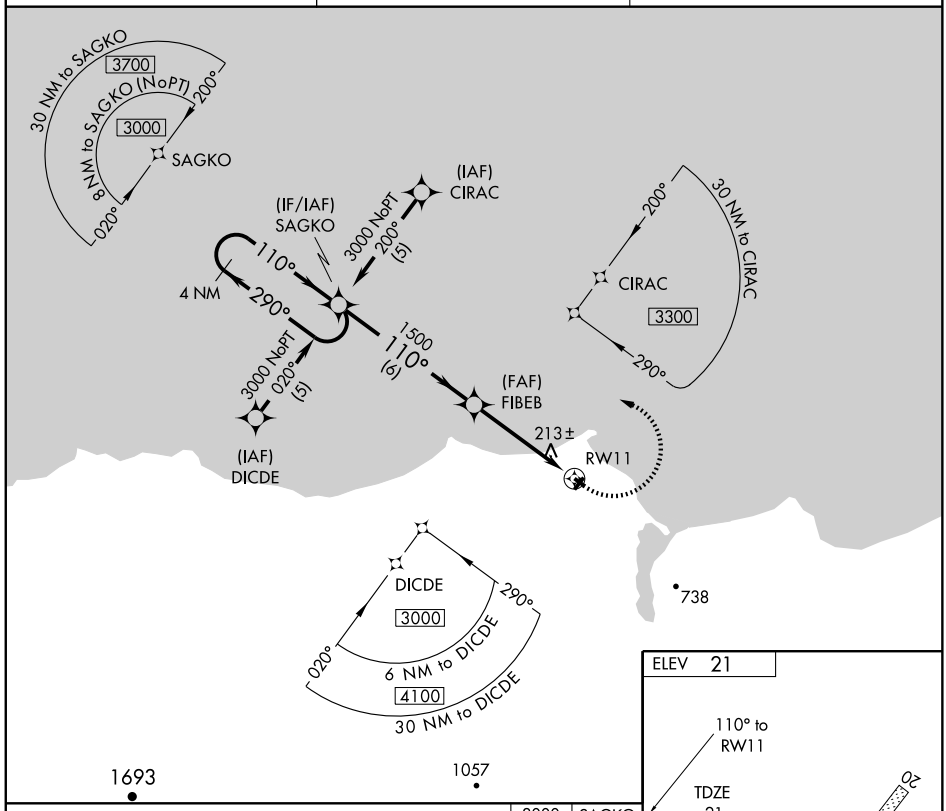
# RNAV (GPS) RWY 11

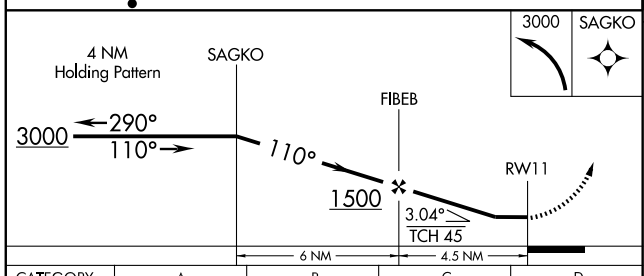
DEERING (DEE)(PADE)

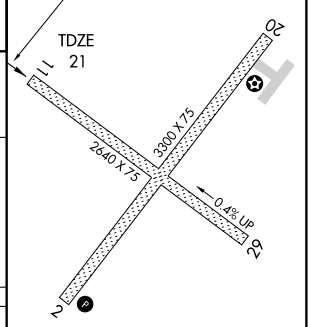
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.5 | 119.2 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 599 (600-1) | | 620-1½ 599 (600-1½) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

REIL Rwys 2, 11, 20, and 29 L

MIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 202° | TDZE | 16 |
| | Apt Elev | 21 |

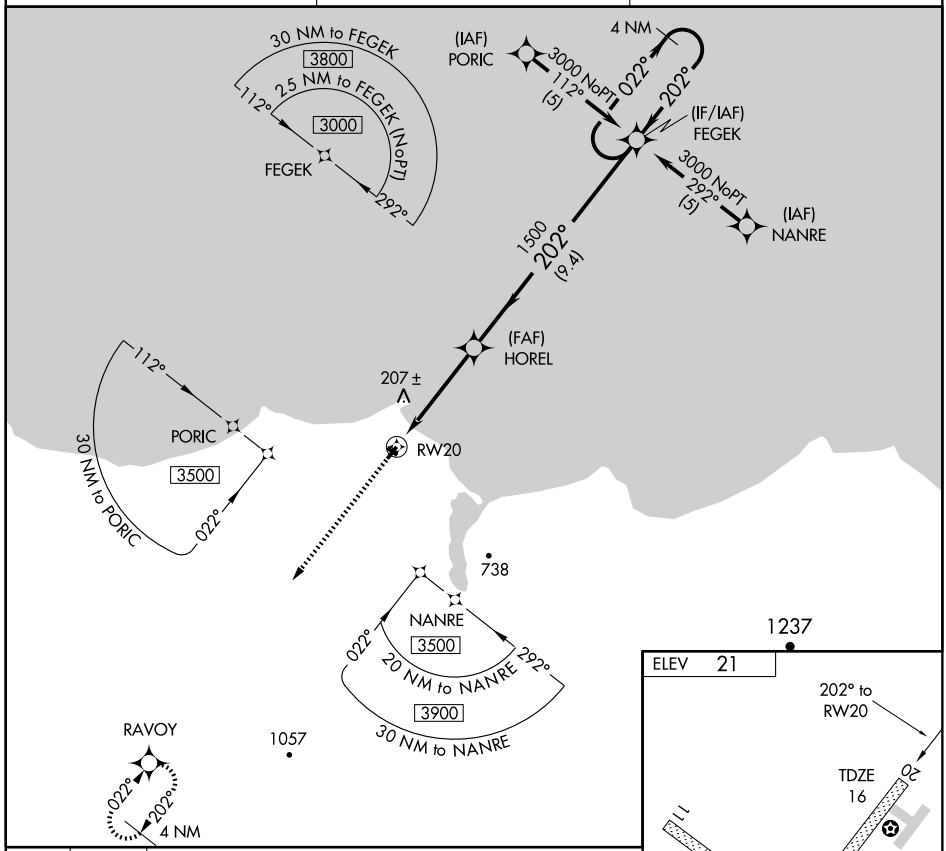
# RNAV (GPS) RWY 20

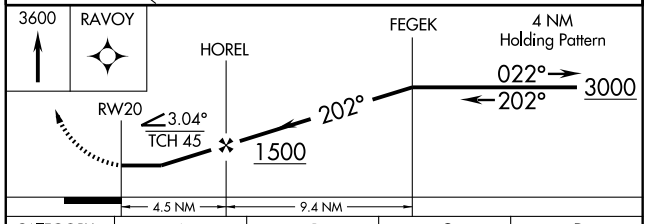
DEERING (DEE)(PADE)

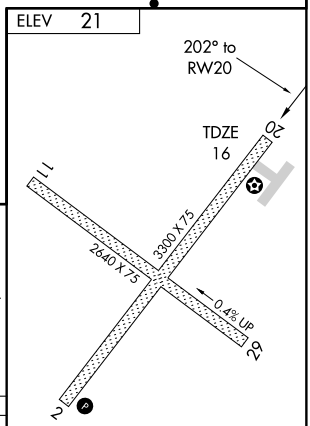
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct RAVOY and hold, continue climb-in-hold to 3600.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.5 | 119.2 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 544 (600-1) | | 560-1½ 544 (600-1½) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

REIL Rwys 2, 11, 20, and 29 L
MIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 2640 |
|---|---|---|
| 291° | TDZE | 21 |
| | Apt Elev | 21 |

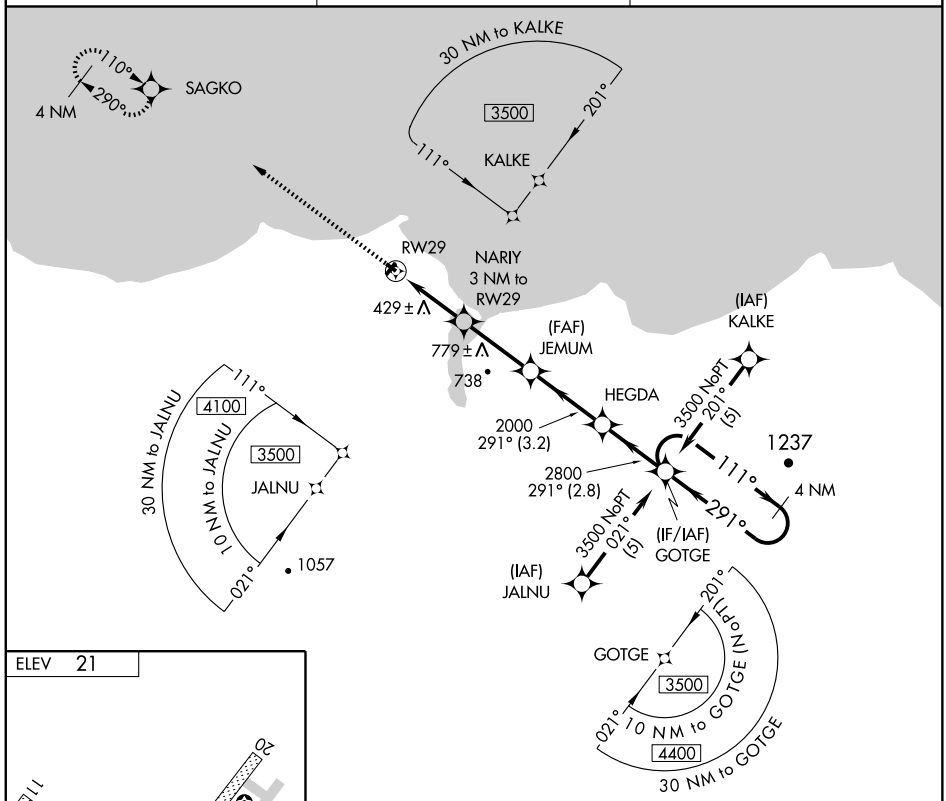
# RNAV (GPS) RWY 29

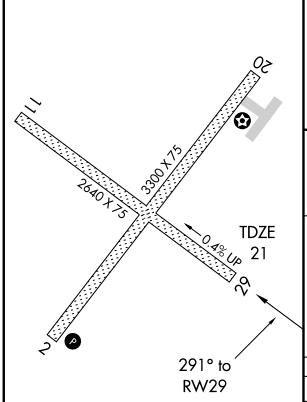
DEERING (DEE) (PADE)

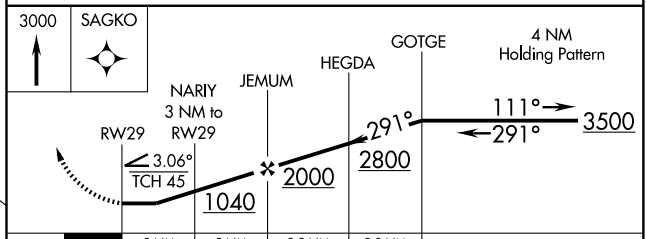
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.5 | 119.2 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 659 (700-1) | | 680-1¾ 659 (700-1¾) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

REIL Rwys 2, 11, 20, and 29 L

MIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

# ILS or LOC/DME RWY 10

| LOC/DME I-BIG | APCH CRS | Rwy ldg 6115 |
|---|---|---|
| 111.1 Chan 48 | 102° | TDZE 1258 |
| | | Arpt Elev 1291 |

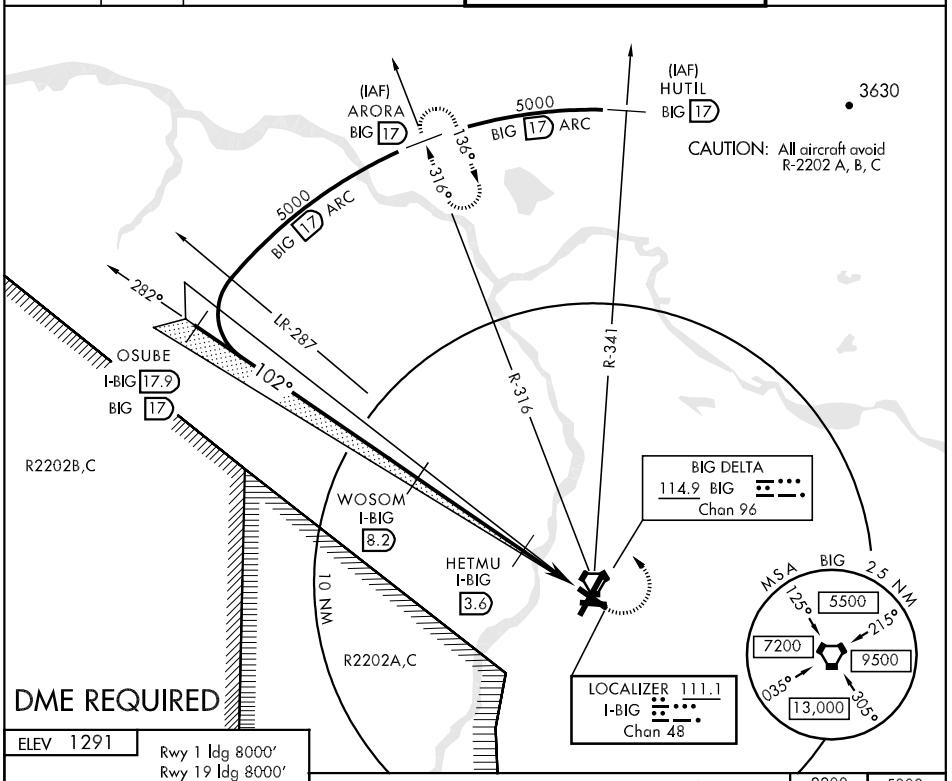
AL-1218 [USA]

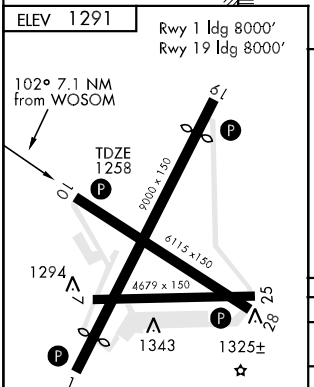
ALLEN AAF (PABI)

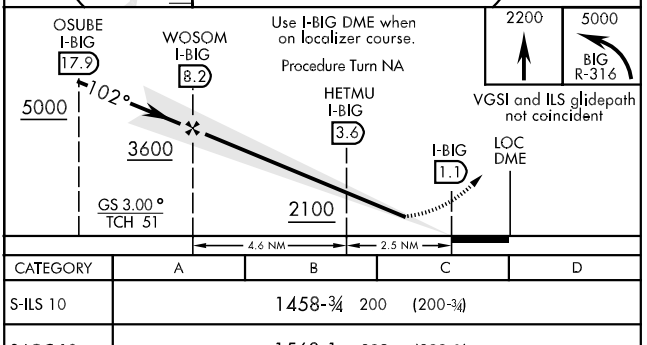
* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER ★ | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 L | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 1458-¾ 200 (200-¾) | | | |
| S-LOC 10 | 1560-1 302 (300-1) | | | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |



AK, 08 APR 2010 to 03 JUN 2010

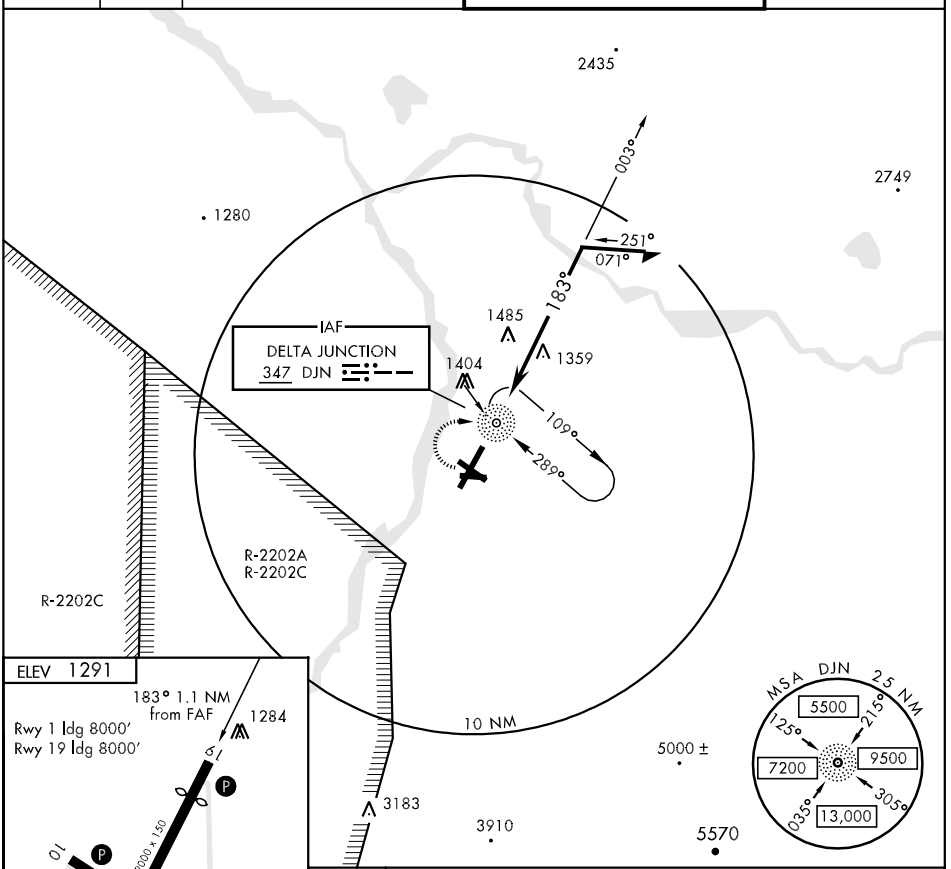
# NDB-A

| NDB DJN 347 | APCH CRS 183° | Rwy ldg N/A<br>TDZE N/A<br>Arpt Elev 1291 | AL-1218 [USA] | ALLEN AAF (PABI) |
|---|---|---|---|---|

* Circling not authorized East of Rwy 1-19.

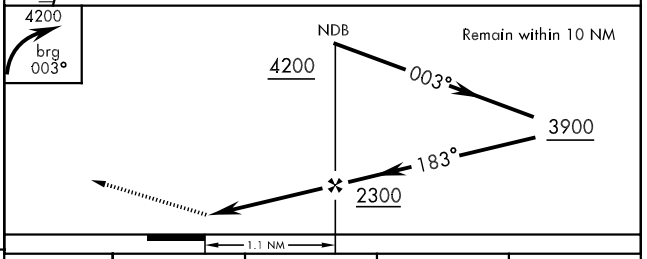
MISSED APPROACH: Climbing right turn to 4200 via 003° bearing from DJN NDB, then right turn direct DJN NDB and hold.

| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER ★ | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 L | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |










| FAF to MAP 1.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1880-1 | 589 (600-1) | 1880-1½ 589 (600-1½) | 1900-2 609 (700-2) |



AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 10

| APCH CRS | Rwy ldg | 6115 |
|---|---|---|
| 101° | TDZE | 1258 |
| | Arpt Elev | 1291 |

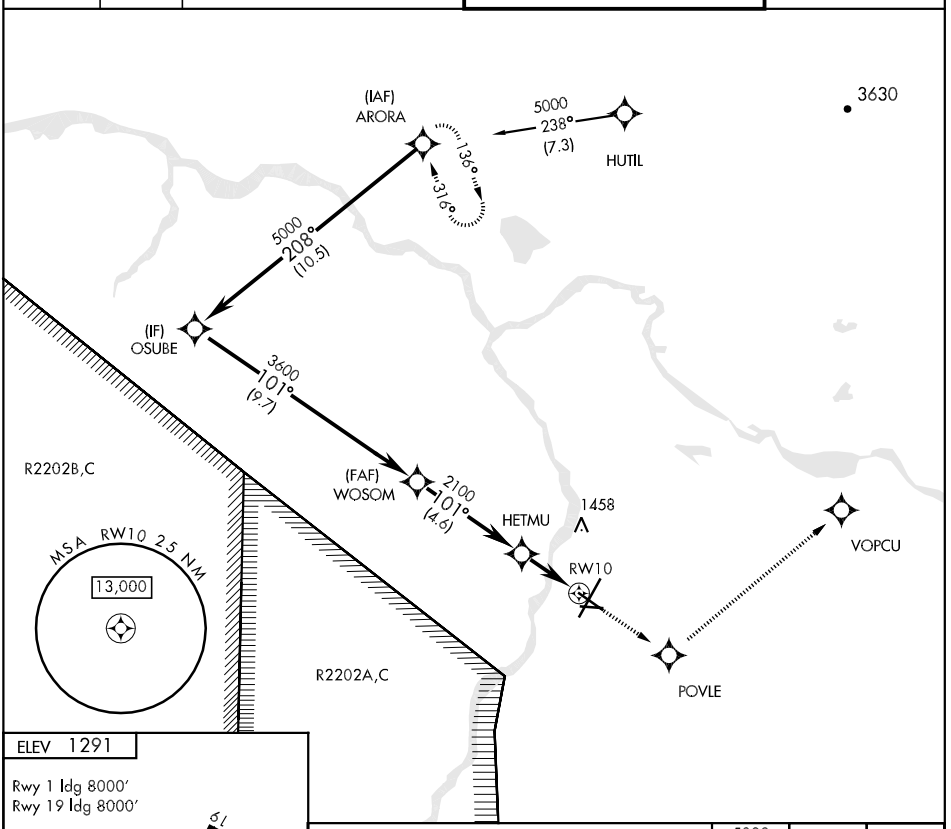
AL-1218 [USA]

ALLEN AAF (PABI)

DME/DME RNP -0.3 NA.
* Circling not authorized South of Rwy 7-25.

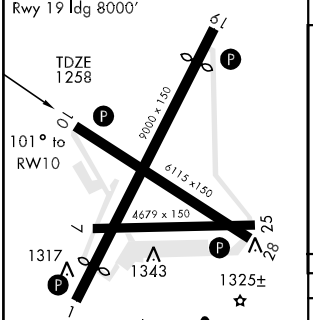
MISSED APPROACH: Climb to 5000 direct POVLE, and via 027° track to VOPCU, left turn via 289° track to ARORA and hold.

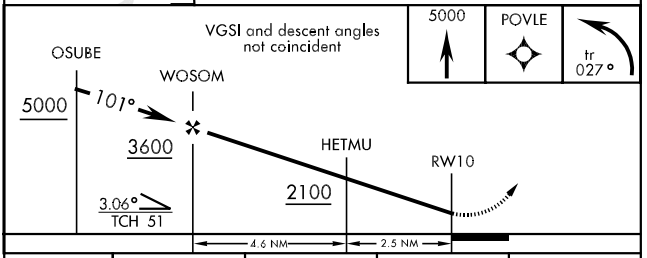
| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER ★ | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 L | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |




ELEV 1291

Rwy 1 ldg 8000'
Rwy 19 ldg 8000'




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-1 322 (300-1) | | | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |



AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg | 8000 |
|---|---|---|
| 187° | TDZE | 1251 |
| | Arpt Elev | 1291 |

AL-1218 [USA]

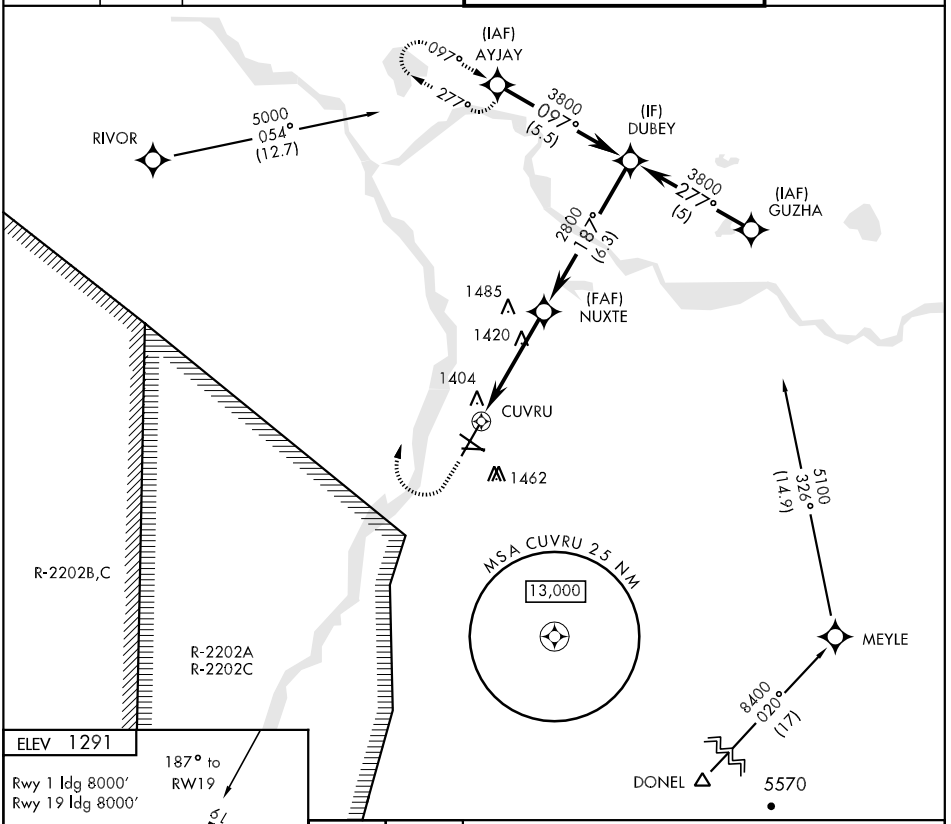
ALLEN AAF (PABI)

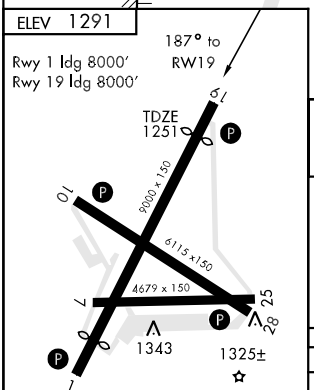
DME/DME RNP -0.3 NA

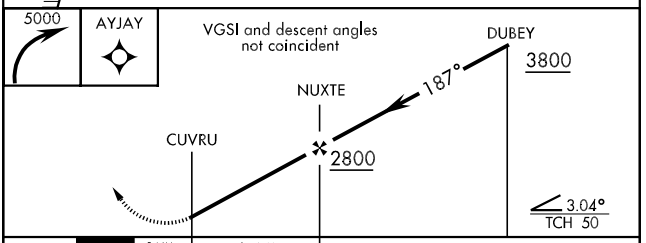
* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 5000, direct AYJAY and hold.

| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER ★ | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 L | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 469 (500-1) | | 1720-1¼ 469 (500-1¼) | 1720-1½ 469 (500-1½) |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |



AK, 08 APR 2010 to 03 JUN 2010

# VOR/DME or TACAN RWY 19

| VORTAC BIG 114.9 Chan 96 | APCH CRS 197° | Rwy ldg 8000 TDZE 1251 Arpt Elev 1291 |
|---|---|---|

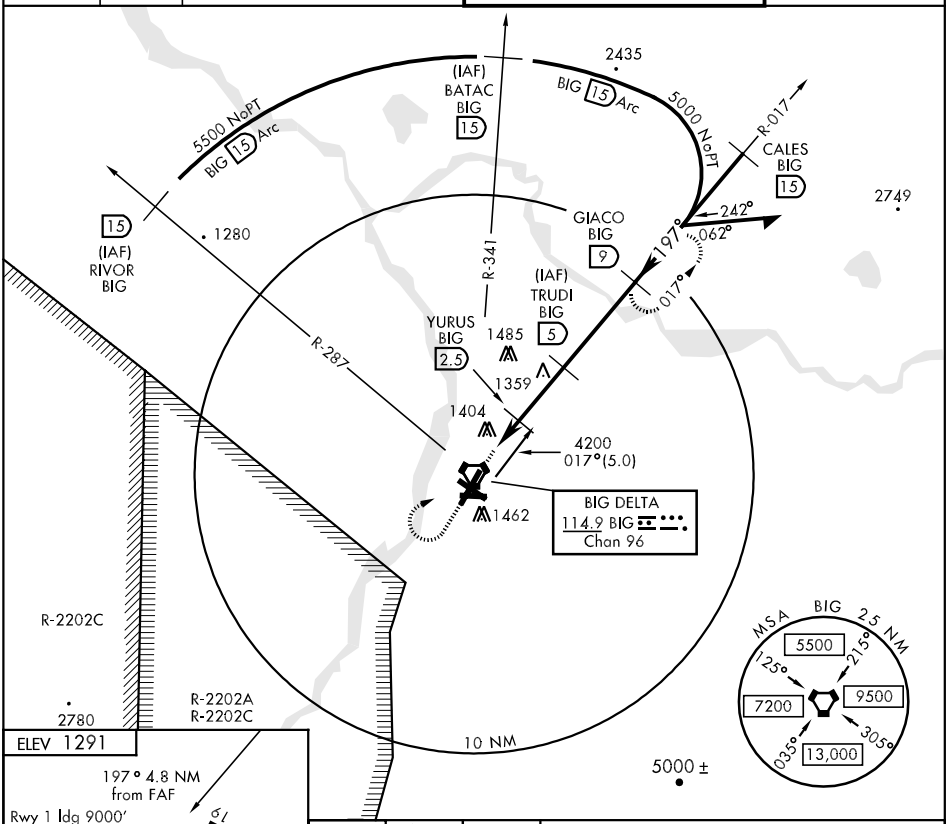
AL-1218 [USA]

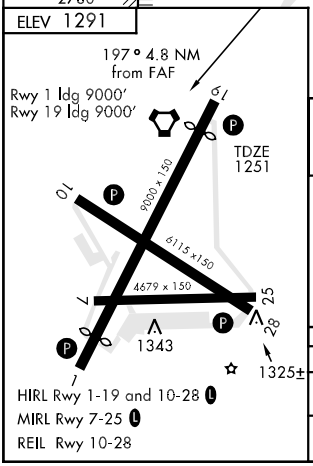
ALLEN AAF (PABI)

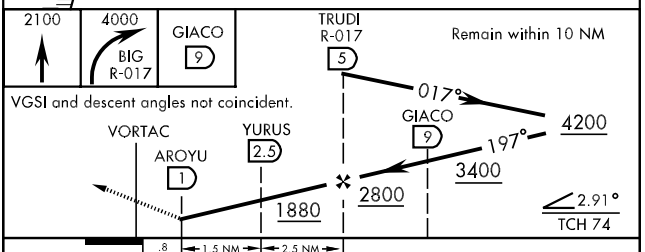
▼ *Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER ★ | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 L | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- 19 | 1660-1 409 (400-1) | | 1660-1¼ 409 (400-1¼) | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |



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# VOR RWY 19

| VORTAC BIG 114.9 Chan 96 | APCH CRS 197° | Rwy ldg 8000 TDZE 1251 Arpt Elev 1291 |
|---|---|---|

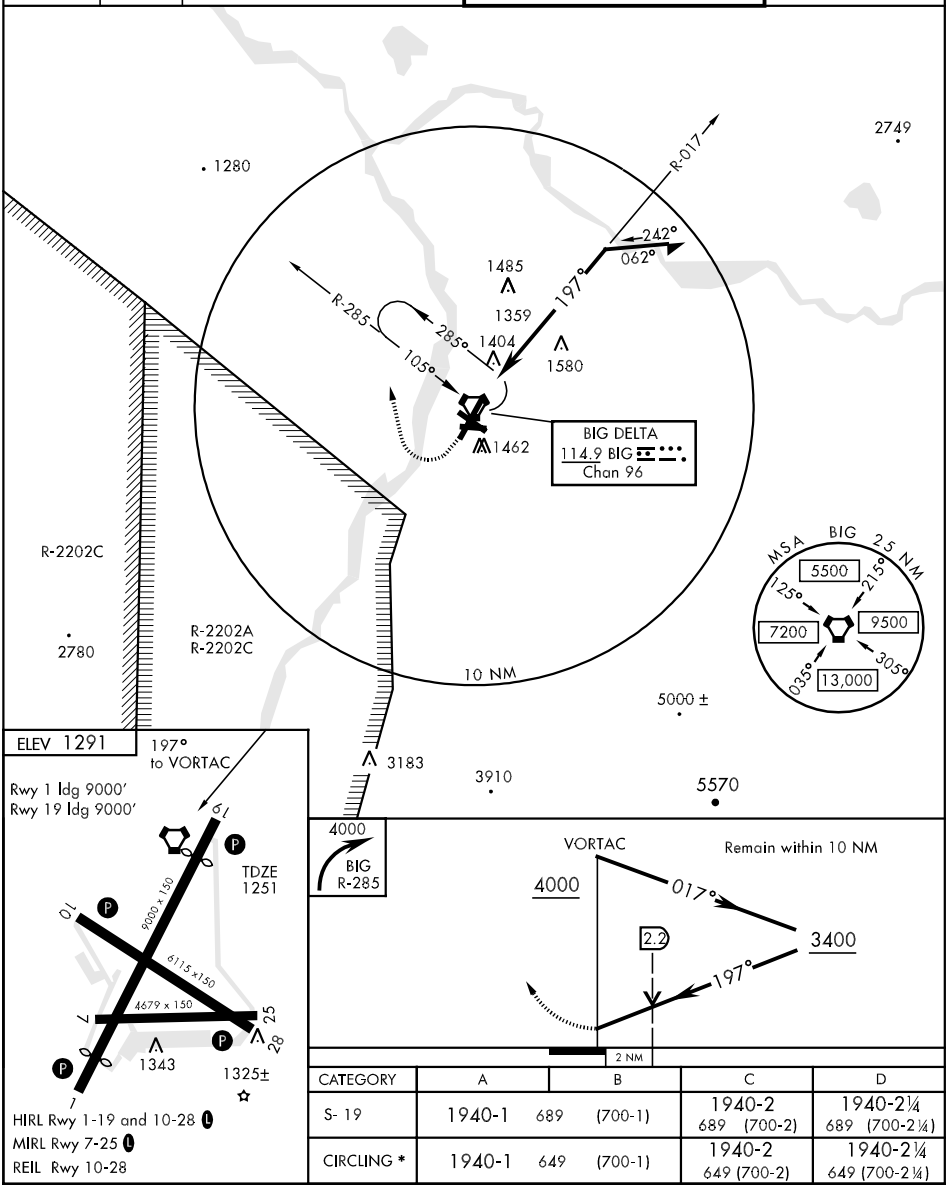
AL-1218 [USA]

ALLEN AAF (PABI)

▼ * Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.

| ATIS | ASOS | ANCHORAGE CENTER | ALLEN TOWER * | GND CON |
|---|---|---|---|---|
| 132.075 | 135.65 | 135.3 322.5 (CTAF) 122.9 C | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- 19 | 1940-1 689 | (700-1) | 1940-2 689 (700-2) | 1940-2¼ 689 (700-2¼) |
| CIRCLING * | 1940-1 649 | (700-1) | 1940-2 649 (700-2) | 1940-2¼ 649 (700-2¼) |



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| LOC/DME I-DLG | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 111.9 | 191° | TDZE | 81 |
| Chan 56 | | Apt Elev | 81 |

# LOC/DME RWY 19

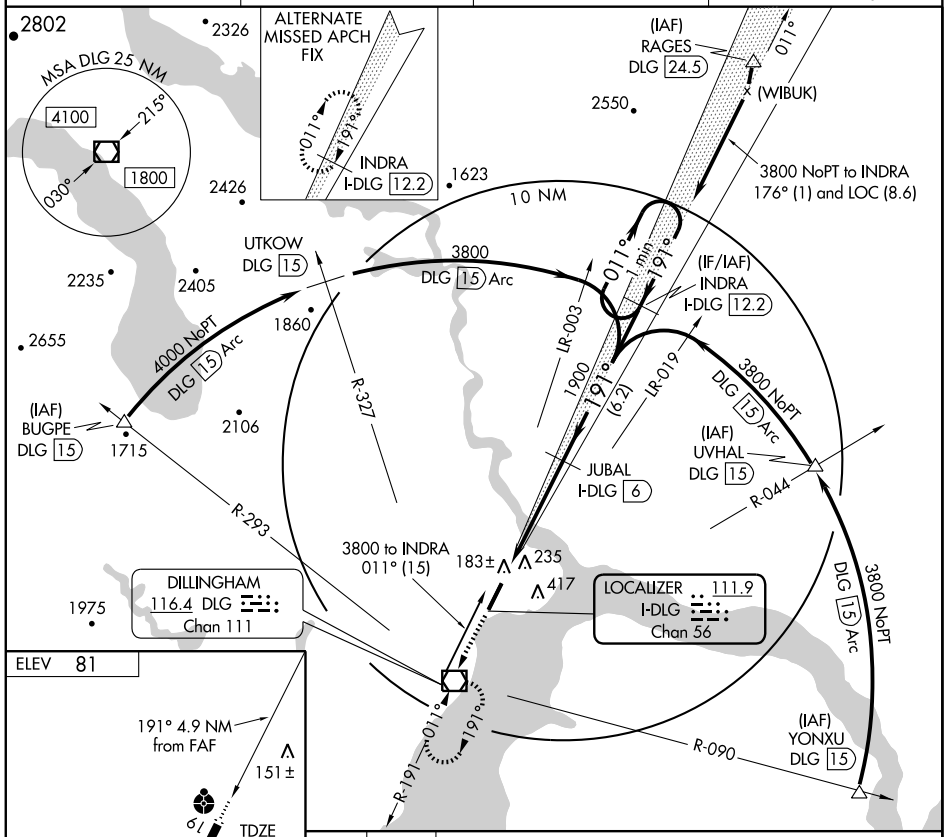
## DILLINGHAM (DLG) (PADL)

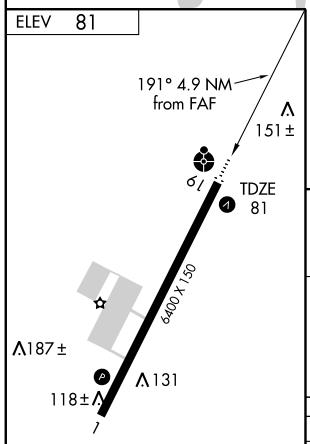
Inoperative table does not apply. Circling NA east of Rwy 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cats C and D ¼ mile.

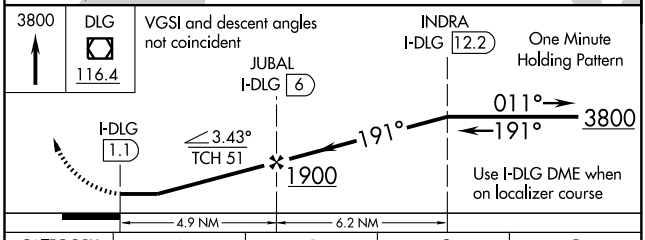
ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

| AWOS-3 | ATIS★ | ANCHORAGE CENTER | DILLINGHAM RADIO |
|---|---|---|---|
| 135.55 | 125.0 | 132.75 282.35 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 540-1 | 459 (500-1) | 540-1¼ 459 (500-1¼) | 540-1½ 459 (500-1½) |
| CIRCLING | 600-1 | 519 (600-1) | 600-1½ 519 (600-1½) | 640-2 559 (600-2) |

HIRL Rwy 1-19 L

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| APP CRS | Rwy Idg | 6400 |
|---|---|---|
| 011° | TDZE | 81 |
| | Apt Elev | 81 |

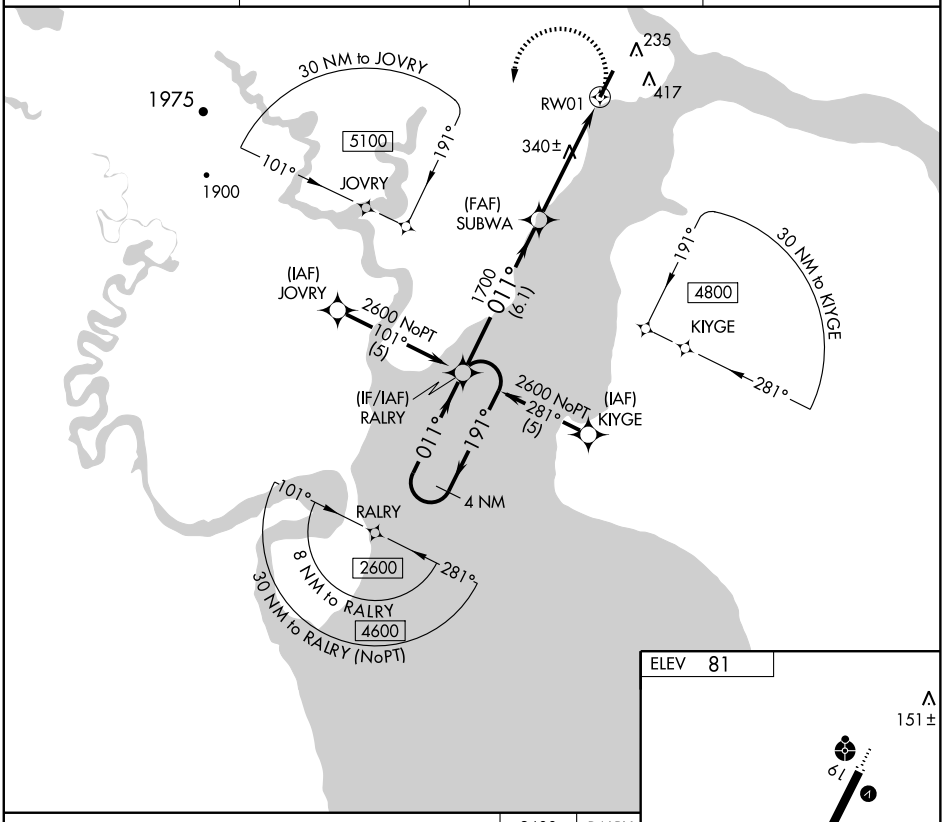
# RNAV (GPS) RWY 1

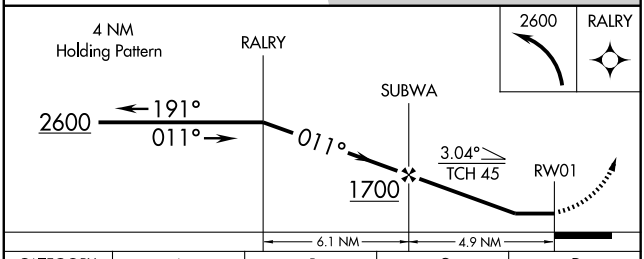
## DILLINGHAM (DLG) (PADL)

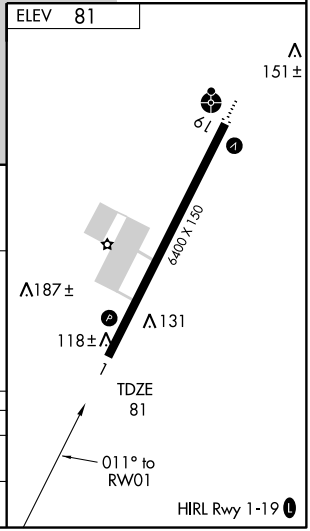
Inoperative table does not apply. Circling NA E of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct RALRY and hold.

| AWOS-3 | ATIS★ | ANCHORAGE CENTER | DILLINGHAM RADIO |
|---|---|---|---|
| 135.55 | 125.0 | 132.75 282.35 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 559 (600-1) | | 640-1½ 559 (600-1½) | 640-1¾ 559 (600-1¾) |
| CIRCLING | 640-1 559 (600-1) | | 640-1½ 559 (600-1½) | 640-2 559 (600-2) |

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| APP CRS | Rwy Idg | 6400 |
|---|---|---|
| 192° | TDZE | 81 |
| | Apt Elev | 81 |

# RNAV (GPS) RWY 19

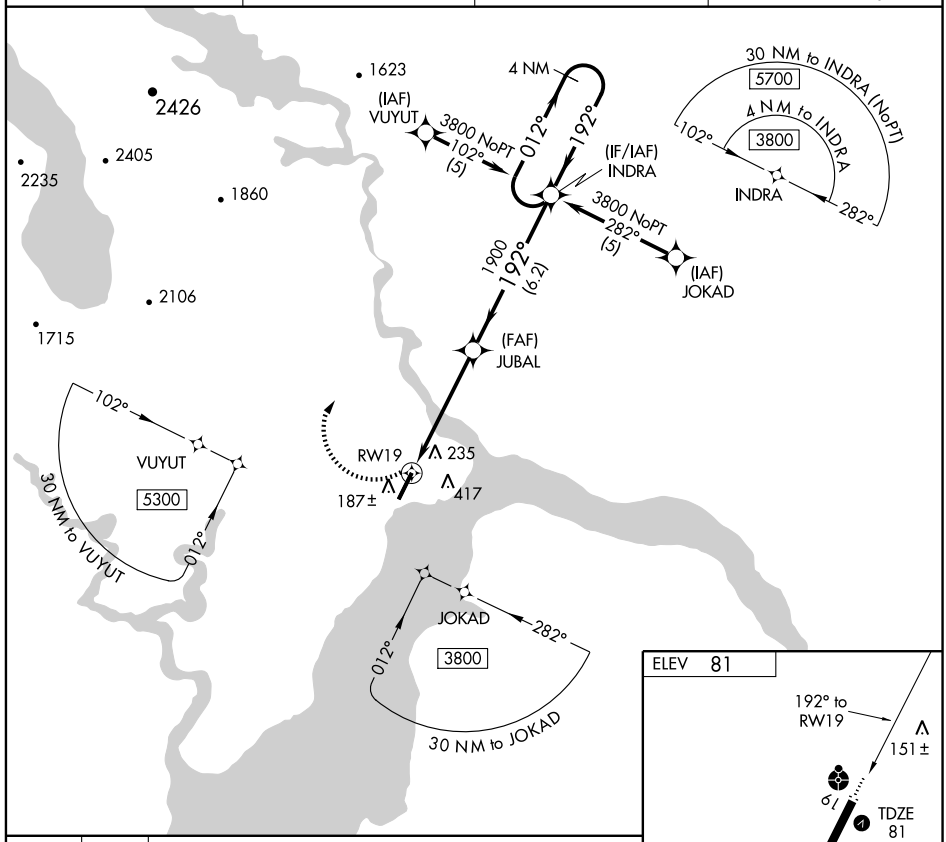
## DILLINGHAM (DLG) (PADL)

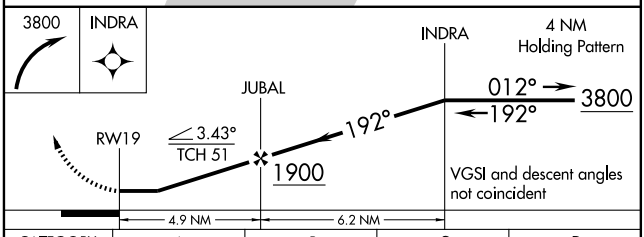
Inoperative table does not apply. Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

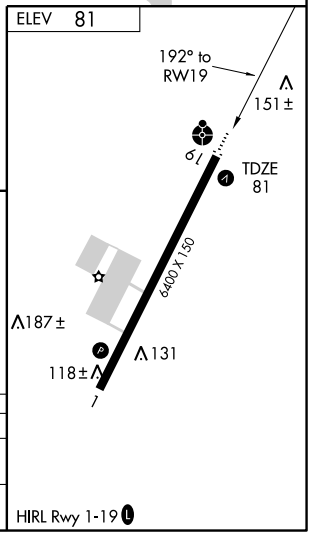
ODALS

MISSED APPROACH: Climbing right turn to 3800 direct INDRA and hold, continue climb-in-hold to 3800.

| AWOS-3 | ATIS ★ | ANCHORAGE CENTER | DILLINGHAM RADIO |
|---|---|---|---|
| 135.55 | 125.0 | 132.75 282.35 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 459 (500-1) | 540-1¼ 459 (500-1¼) | 540-1½ 459 (500-1½) |
| CIRCLING | 600-1 | 519 (600-1) | 600-1½ 519 (600-1½) | 640-2 559 (600-2) |

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| VOR/DME DLG | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 116.4 | 191° | TDZE | 81 |
| Chan 111 | | Apt Elev | 81 |

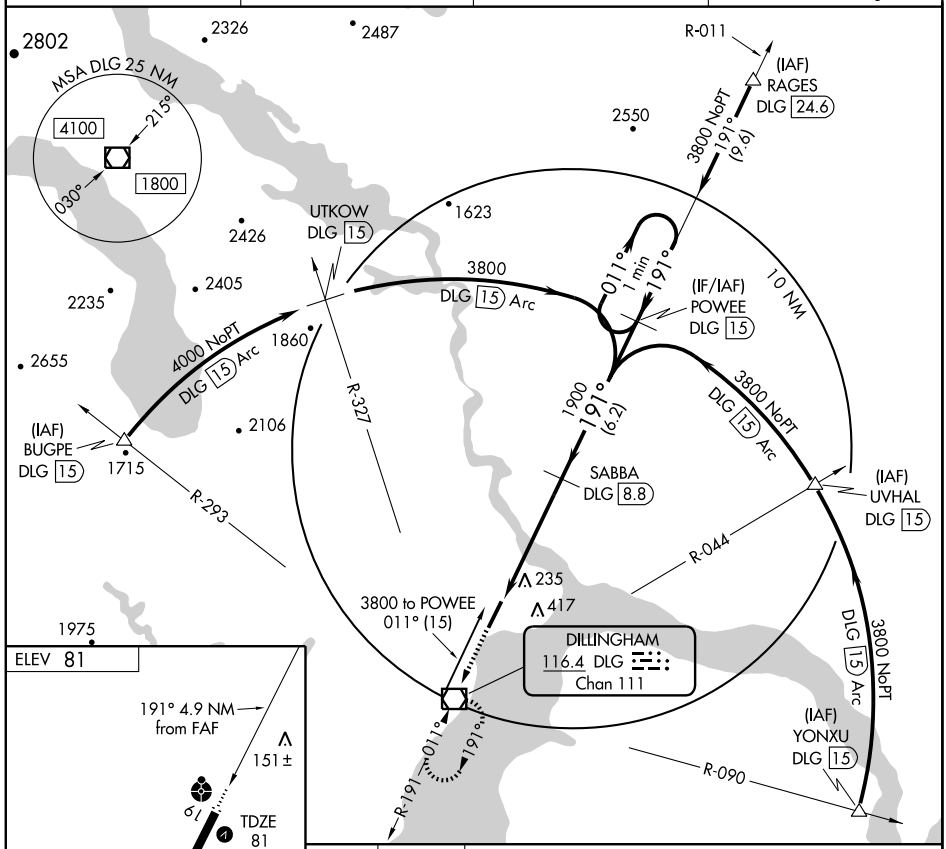
# VOR/DME RWY 19
## DILLINGHAM (DLG) (PADL)

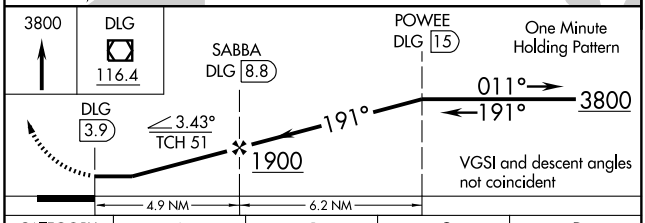
T Inoperative table does not apply. Circling NA east of runway 1-19.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cat C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

| AWOS-3 | ATIS★ | ANCHORAGE CENTER | DILLINGHAM RADIO |
|---|---|---|---|
| 135.55 | 125.0 | 132.75 282.35 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 540-1 | 459 (500-1) | 540-1¼ 459 (500-1¼) | 540-1½ 459 (500-1½) |
| CIRCLING | 600-1 | 519 (600-1) | 600-1½ 519 (600-1½) | 640-2 559 (600-2) |

HIRL Rwy 1-19 L

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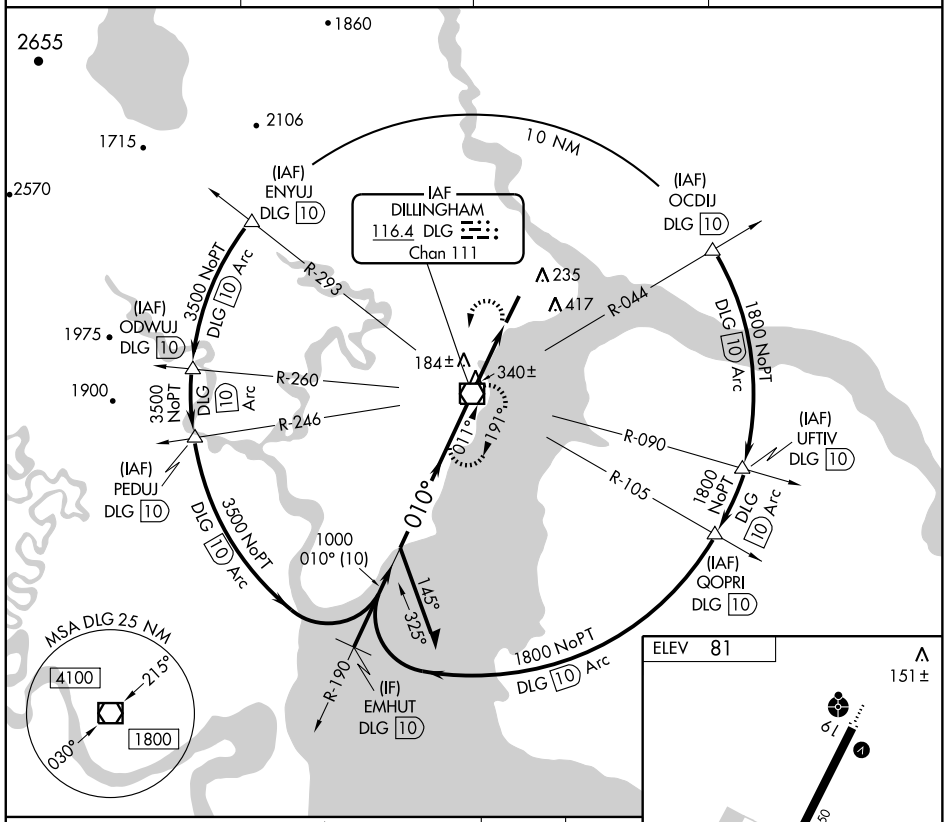
| VOR/DME DLG | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 116.4 | 010° | TDZE | 81 |
| Chan 111 | | Apt Elev | 81 |

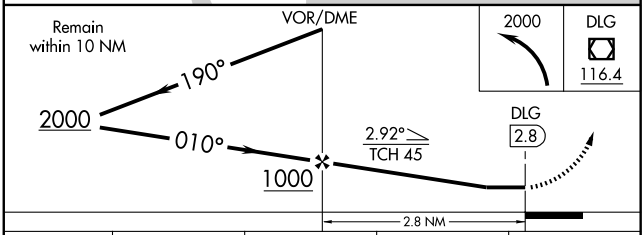
# VOR RWY 1
## DILLINGHAM (DLG) (PADL)

Inoperative table does not apply. Circling NA east of runway 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-1 Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

| AWOS-3 | ATIS★ | ANCHORAGE CENTER | DILLINGHAM RADIO |
|---|---|---|---|
| 135.55 | 125.0 | 132.75 282.35 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 500-1 419 (500-1) | | 500-1¼ 419 (500-1¼) | |
| CIRCLING | 600-1 519 (600-1) | | 600-1½ 519 (600-1½) | 640-2 559 (600-2) |

FAF to MAP 2.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

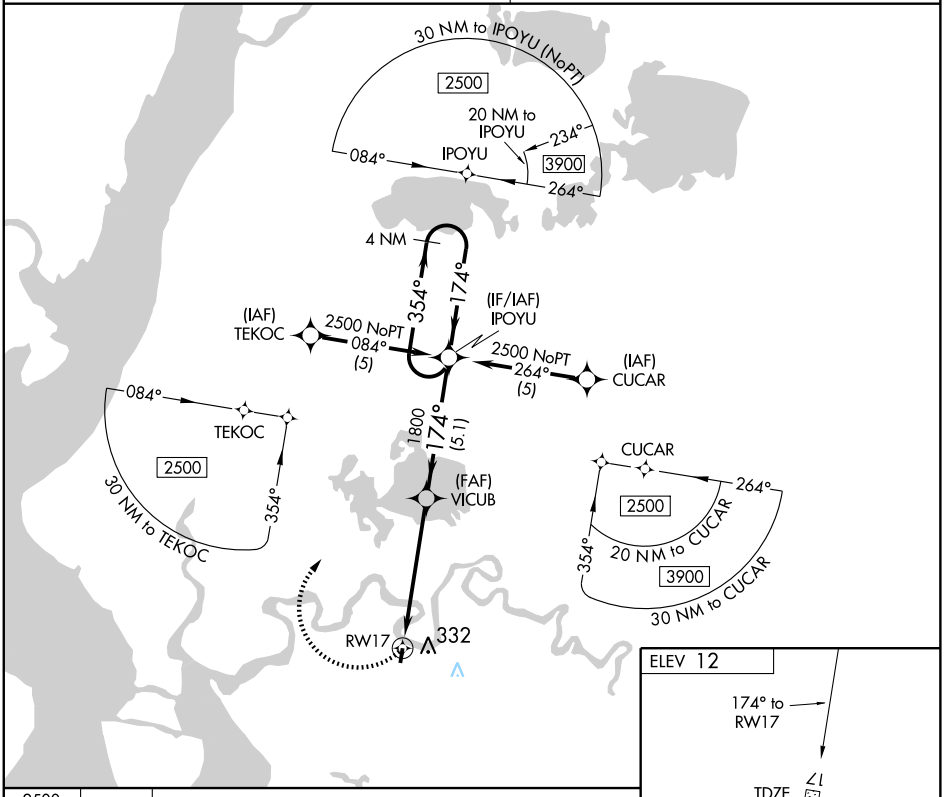
AK. 08 APR 2010 to 03 JUN 2010

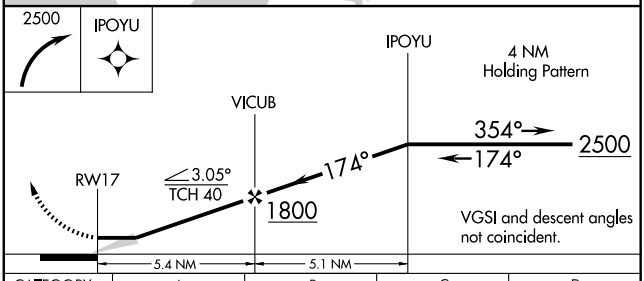
| APP CRS | Rwy Idg | 3243 |
|---|---|---|
| 174° | TDZE | 12 |
| | Apt Elev | 12 |

# RNAV (GPS) RWY 17

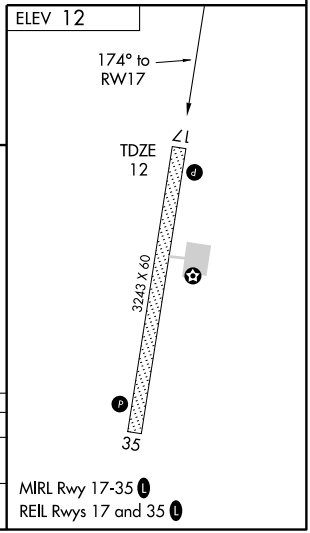
EEK (EEK) (PAEE)

| NA | Use Bethel altimeter setting.<br>DME/DME RNP- 0.3 NA. | MISSED APPROACH: Climbing right turn to 2500 direct IPOYU and hold. |
|---|---|---|
| ANCHORAGE CENTER<br>125.2 372.0 | | CTAF<br>122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 608 (700-1) | NA | |
| CIRCLING | 740-1 | 728 (800-1) | NA | |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

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| APP CRS | Rwy Idg | 3243 |
|---|---|---|
| 354° | TDZE | 12 |
| | Apt Elev | 12 |

# RNAV (GPS) RWY 35

EEK (EEK) (PAEE)

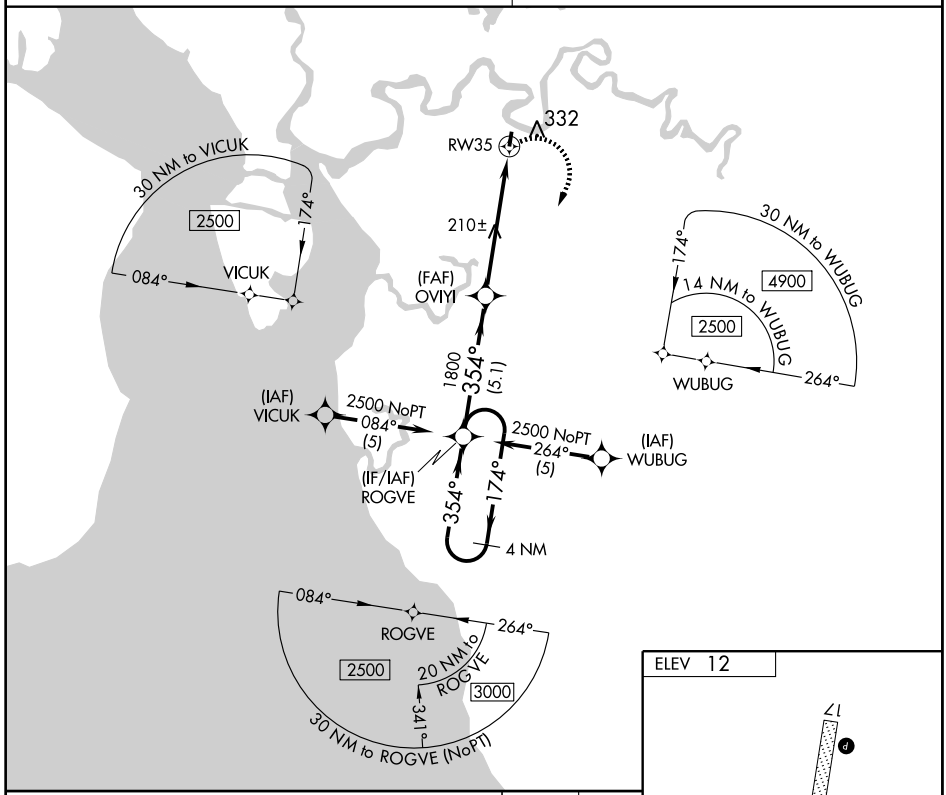
NA

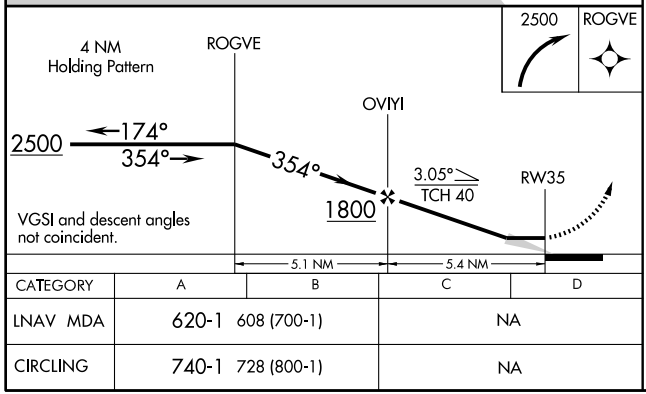
Use Bethel altimeter setting.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct ROGVE and hold.

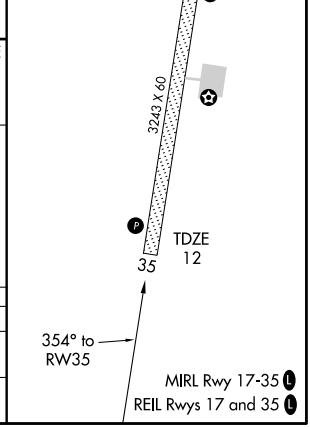
ANCHORAGE CENTER
**125.2 372.0**

CTAF
**122.8** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 608 (700-1) | NA | |
| CIRCLING | 740-1 | 728 (800-1) | NA | |

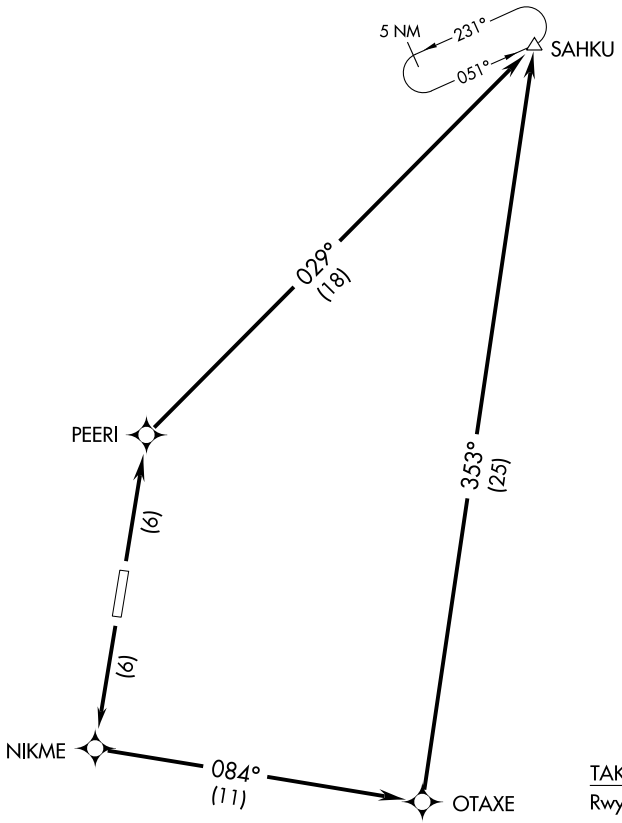



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# SAHKU ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
125.2 372.0
KENAI RADIO
122.65




TAKE-OFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

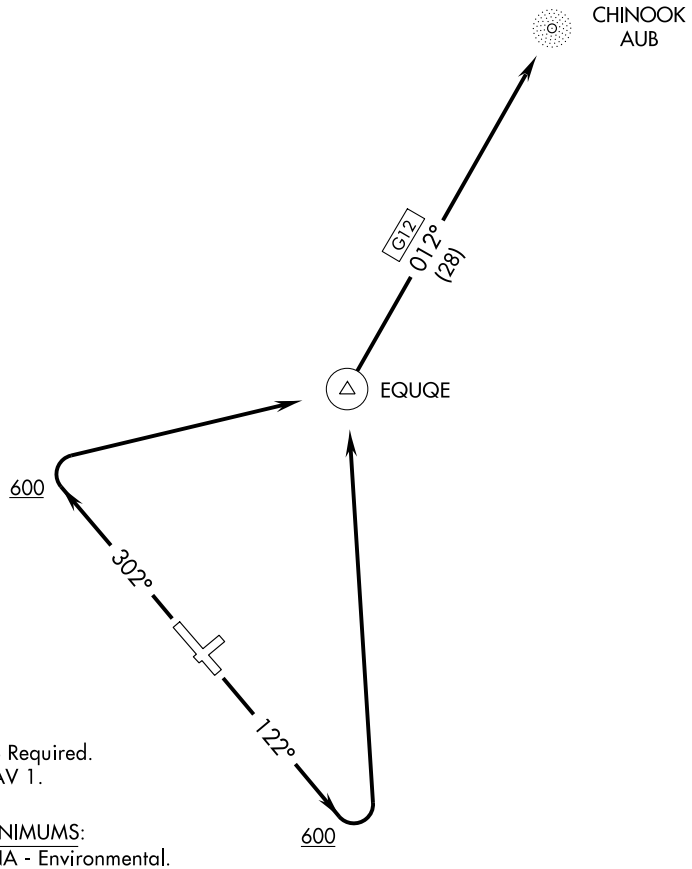
TAKE-OFF RUNWAY 17: Climb to 5000 direct NIKME, and left turn via track 084° to OTAXE, and left turn via track 353° to SAHKU.

TAKE-OFF RUNWAY 35: Climb to 5000 direct PEERI, and via track 029° to SAHKU.

# EQUQE ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
124.8 354.0
CTAF
122.8




NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 3, 21: NA - Environmental.
Rwy 12,30: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb via 122° heading to 600, then climbing left turn to 2500 direct EQUQE, Thence ....
TAKE-OFF RWY 30: Climb via 302° heading to 600, then climbing right turn to 2500 direct EQUQE, Thence ....

.... from EQUQE proceed via G12 to AUB NDB.

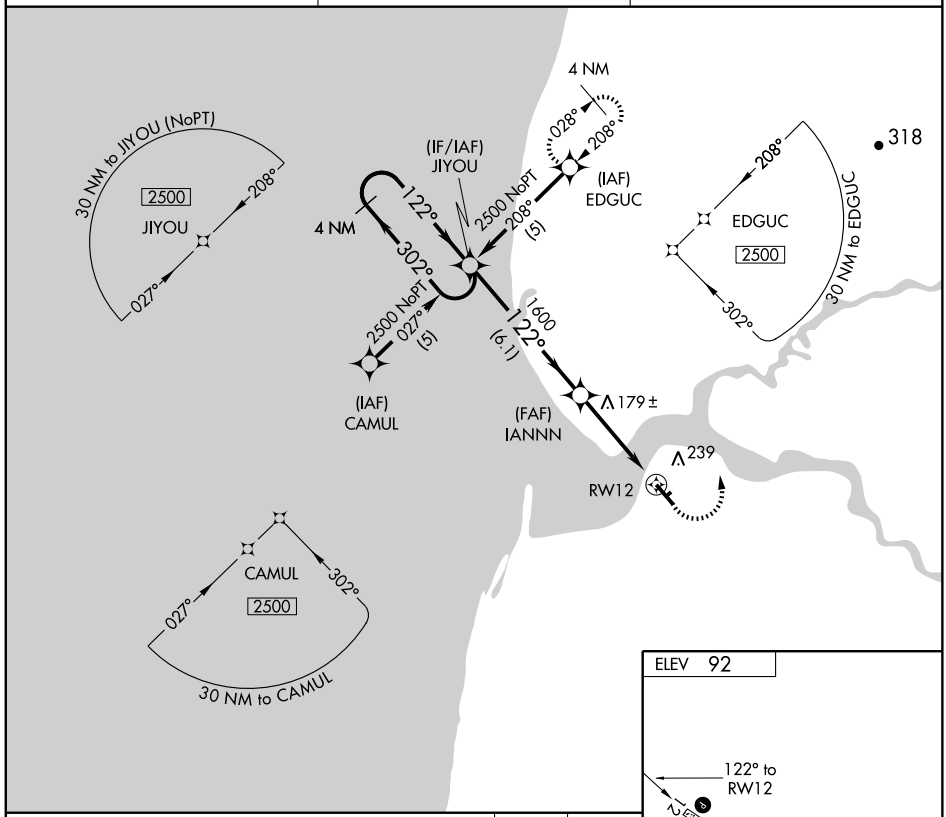
| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 122° | TDZE | 84 |
| | Apt Elev | 92 |

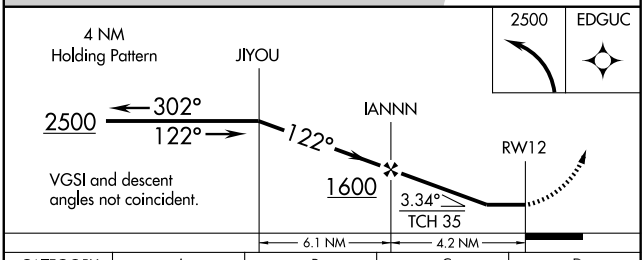
# RNAV (GPS) RWY 12
EGEGIK (EII) (PAII)

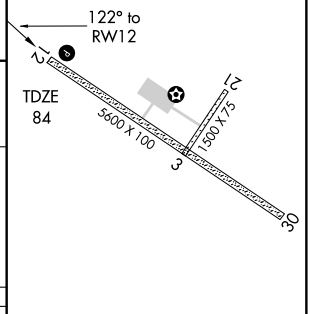
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 124.8 354.0 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 416 (500-1) | 500-1¼<br>416 (500-1¼) | NA |
| CIRCLING | 600-1 | 508 (600-1) | 600-1½<br>508 (600-1½) | NA |

REIL Rwy 12 (L)
MIRL Rwy 3-21 and 12-30 (L)

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| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 302° | TDZE | 92 |
| | Apt Elev | 92 |

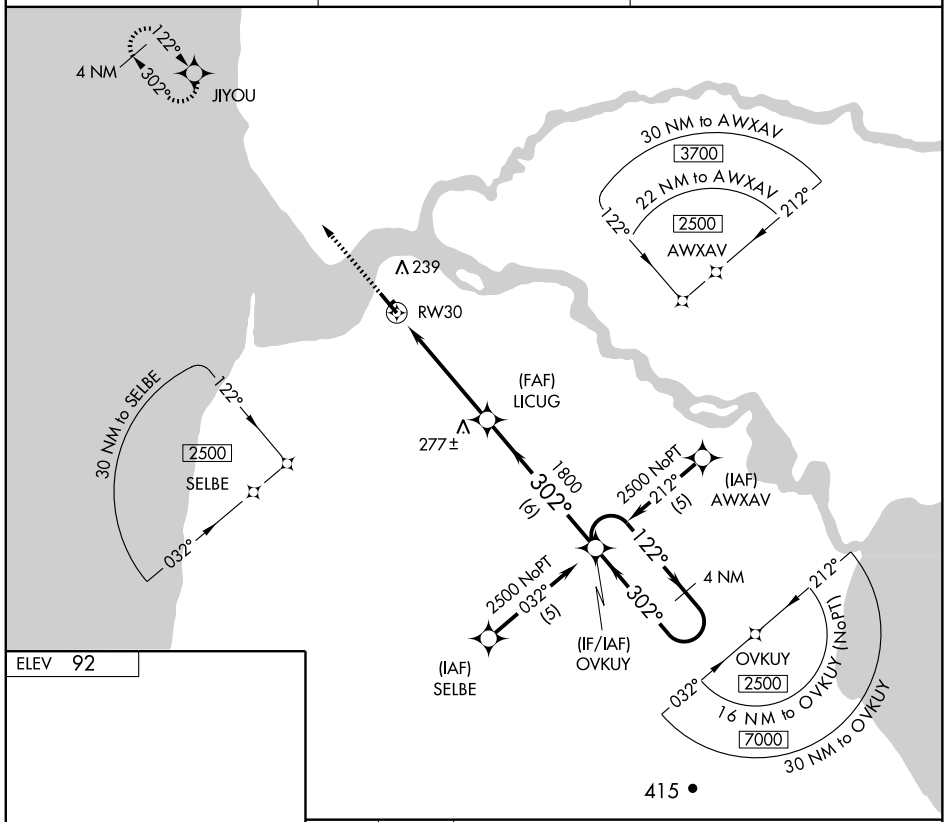
# RNAV (GPS) RWY 30

EGEGIK (EII) (PAII)

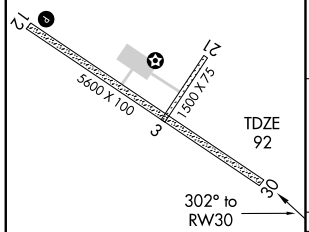
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 124.8 354.0 | 122.8 (L) |

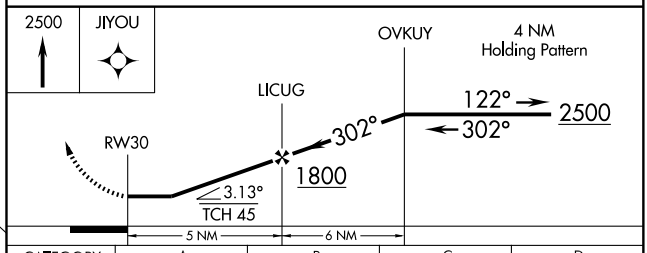



ELEV 92




REIL Rwy 12 (L)

MIRL Rwy 3-21 and 12-30 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 448 (500-1) | 540-1½ 448 (500-1½) | NA |
| CIRCLING | 600-1 | 508 (600-1) | 600-1½ 508 (600-1½) | NA |

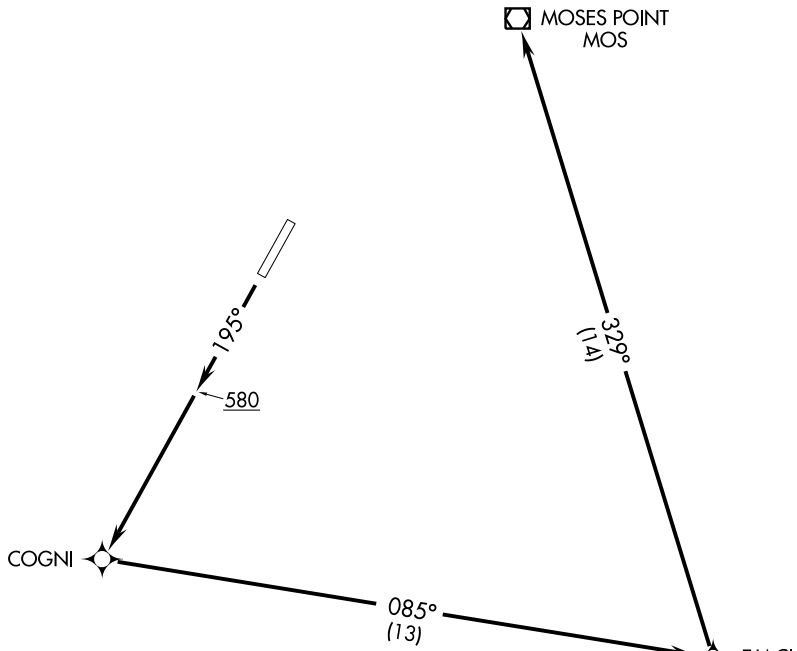
AK, 08 APR 2010 to 03 JUN 2010

# ELIM ONE DEPARTURE (RNAV) (OBSTACLE)

SL-10270 (FAA)



ANCHORAGE CENTER
133.3 290.4




NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 1, NA- Obstacles.

Rwy 19, Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 19: Multiple trees beginning 53′ from DER, 302′ right of centerline, up to 27′ AGL/277′ MSL.
Lt pole, 274′ from DER, 277′ left of centerline, 25′ AGL/175′ MSL.
Pole, 226′ from DER, 279′ left of centerline, 19′ AGL/169′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 195° to 580, then climb direct COGNI, and left turn via 085° track to EJACI, and left turn via 329° track to MOS VOR/DME, maintain 6000. Thence. . . .

. . . .via assigned route.

| WAAS | APP CRS | Rwy Idg | 3401 |
|---|---|---|---|
| CH 58014 | 015° | TDZE | 162 |
| W01A | | Apt Elev | 162 |

# RNAV (GPS) RWY 1

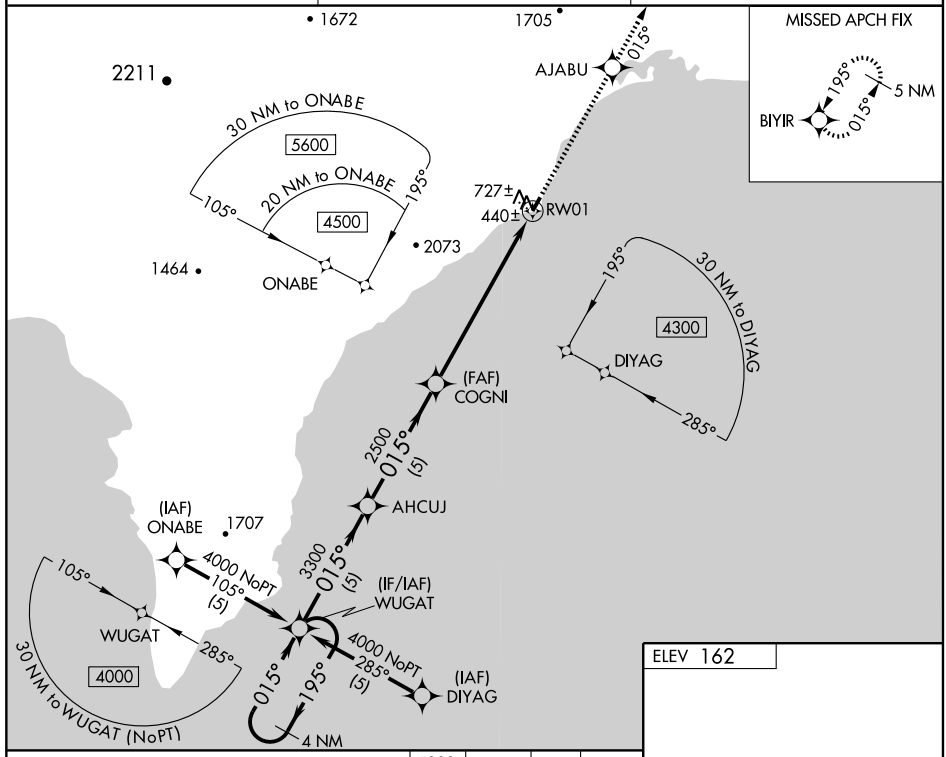
ELIM (ELI) (PFEL)

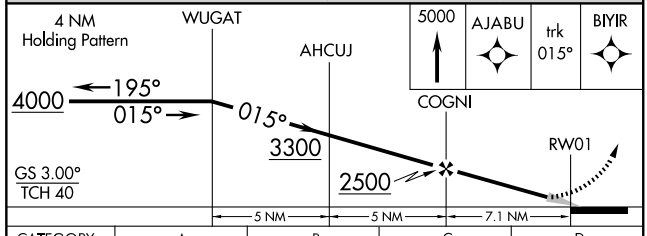
Circling to Rwy 19 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Koyuk altimeter setting, when not received, use Unalakleet altimeter setting and increase all DA 344 feet and all MDA 360 feet, increase LPV all Cats visibility 1¼ mile and LNAV/VNAV all Cats visibility 1 mile.

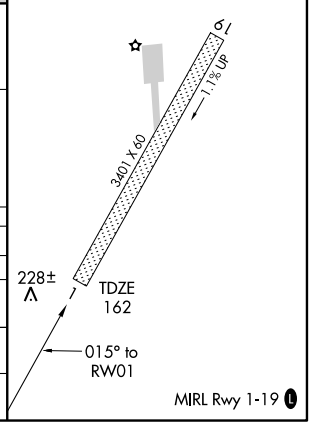
NA

MISSED APPROACH: Climb to 5000 direct AJABU and via track 015° to BIYIR and hold, continue climb-in-hold to 5000.

| KOYUK AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.95 | 133.3 290.4 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 666-1¾ | 504 (600-1¾) | NA | |
| LNAV/VNAV DA | 1494-5 | 1332 (1400-5) | NA | |
| LNAV MDA | 1120-1¼ 958 (1000-1¼) | 1120-1½ 958 (1000-1½) | NA | |
| CIRCLING | 1120-1¼ 958 (1000-1¼) | 1120-1½ 958 (1000-1½) | NA | |

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# RNAV (GPS) RWY 19

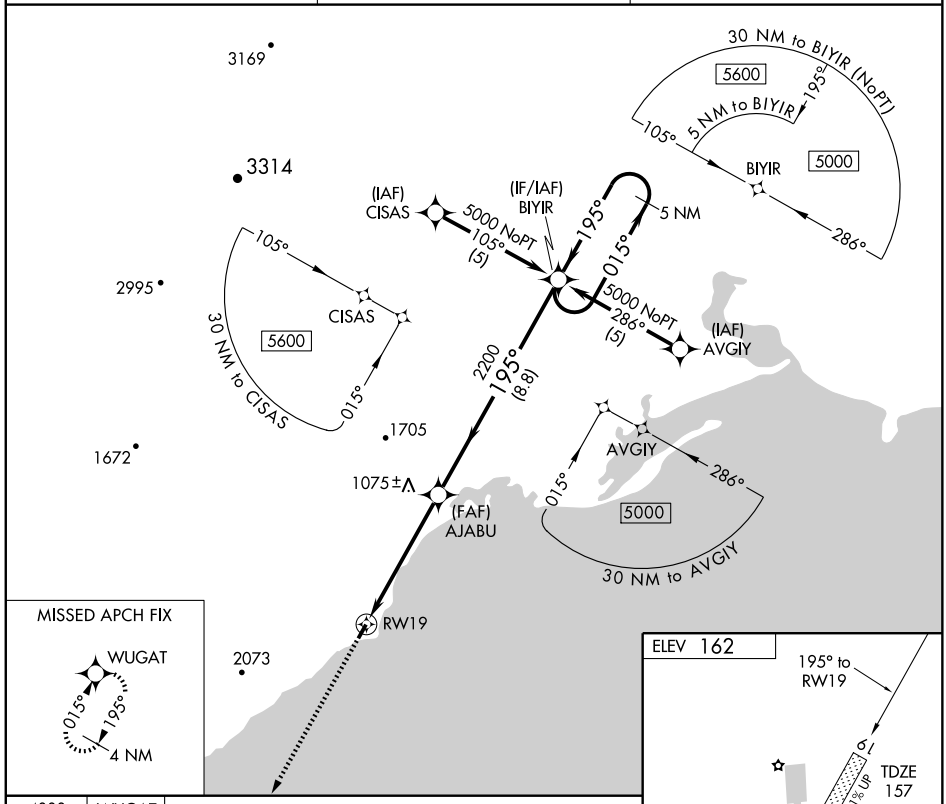
ELIM (ELI) (PFEL)

| APP CRS | Rwy Idg | 3401 |
|---|---|---|
| 195° | TDZE | 157 |
| | Apt Elev | 162 |

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Koyuk altimeter setting, when not received, use Unalakleet altimeter setting and increase all MDA 360 feet. Straight-in/circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 4000 direct WUGAT and hold.

| KOYUK AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.95 | 133.3 290.4 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1¼<br>1263 (1300-1¼) | 1420-1½<br>1263 (1300-1½) | NA | |
| CIRCLING | 1420-1¼<br>1258 (1300-1¼) | 1420-1½<br>1258 (1300-1½) | NA | |

MIRL Rwy 1-19 L

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| WAAS CH **86702** **W16A** | APP CRS **163°** | Rwy Idg **4601** TDZE **13** Apt Elev **13** |
|---|---|---|

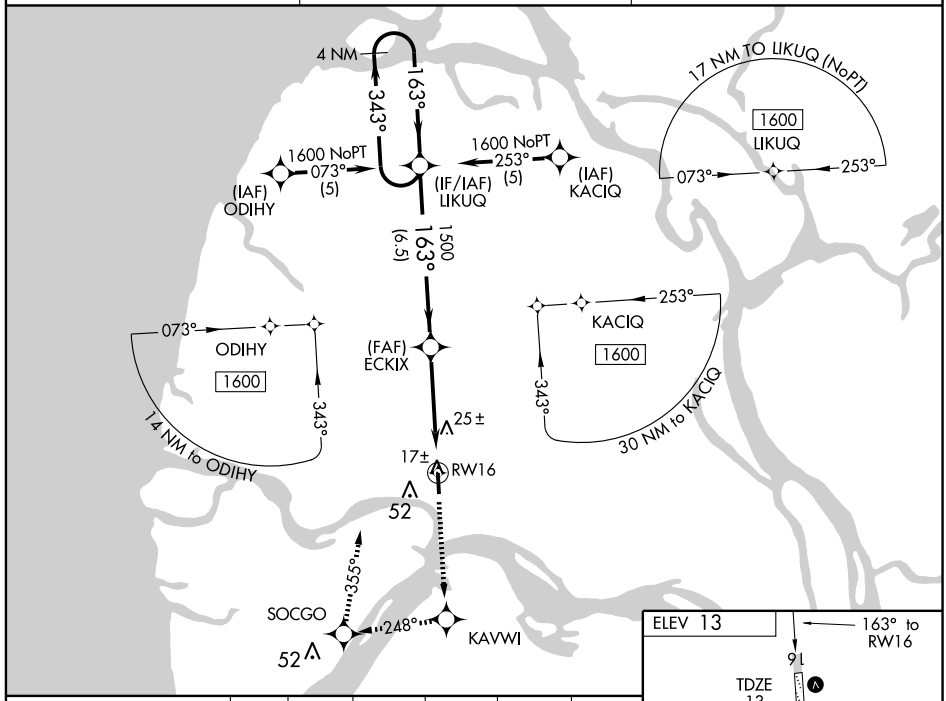
# RNAV (GPS) RWY 16

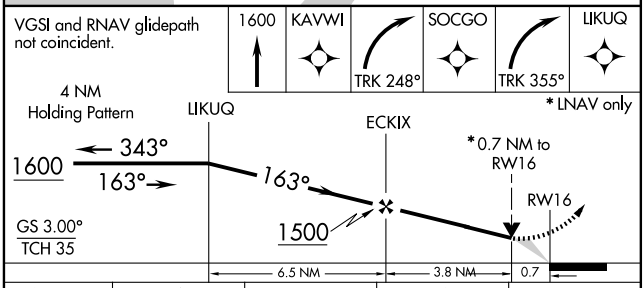
EMMONAK (ENM) (PAEM)

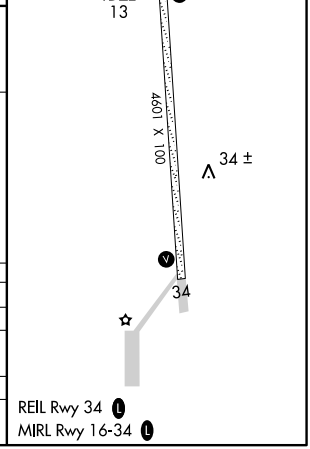
T A W If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| **135.35** | **124.5** | **122.9** L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 263-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 277-1 | 264 (300-1) | |
| LNAV MDA | | 280-1 | 267 (300-1) | |
| CIRCLING | 380-1 367 (400-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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| WAAS CH **42502** **W34A** | APP CRS **343°** | Rwy Idg **4601** TDZE **13** Apt Elev **13** |
|---|---|---|

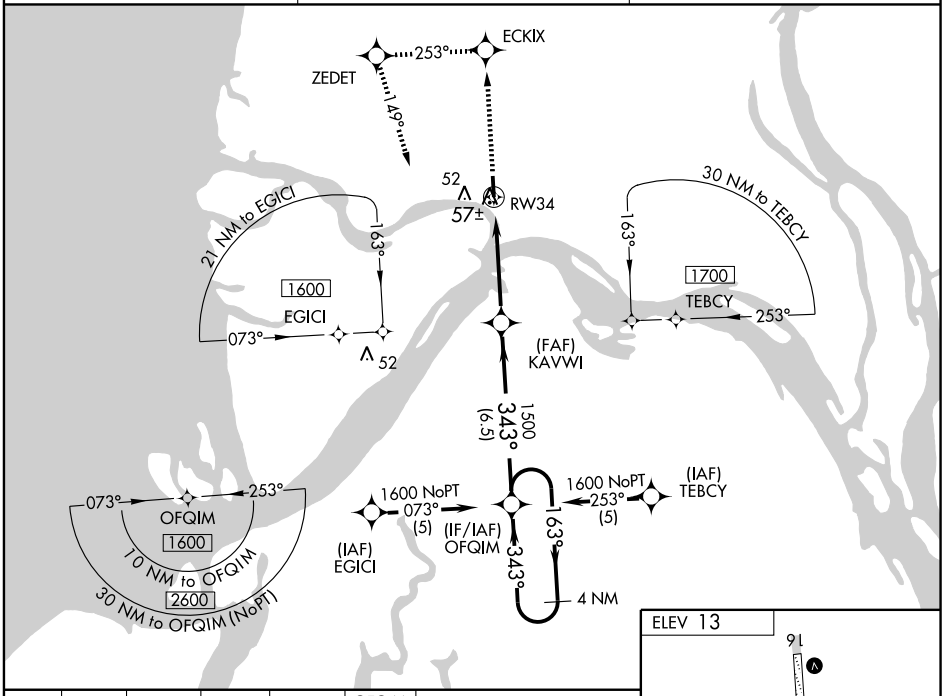
# RNAV (GPS) RWY 34

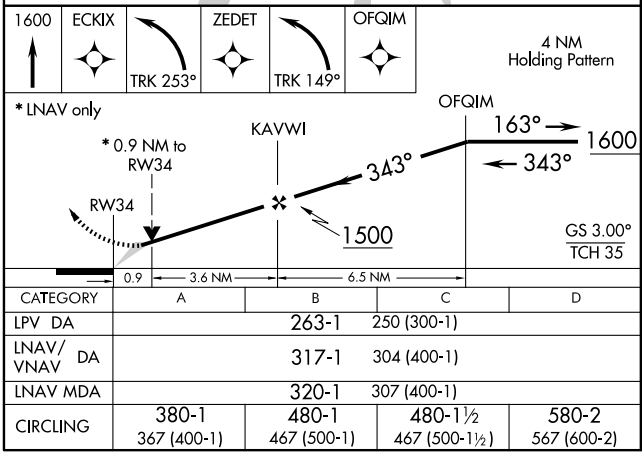
EMMONAK (ENM) (PAEM)

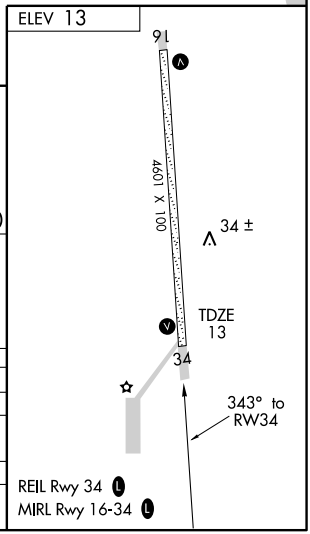
T A W If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| **135.35** | **124.5** | **122.9** L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 263-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 317-1 | 304 (400-1) | |
| LNAV MDA | | 320-1 | 307 (400-1) | |
| CIRCLING | 380-1 367 (400-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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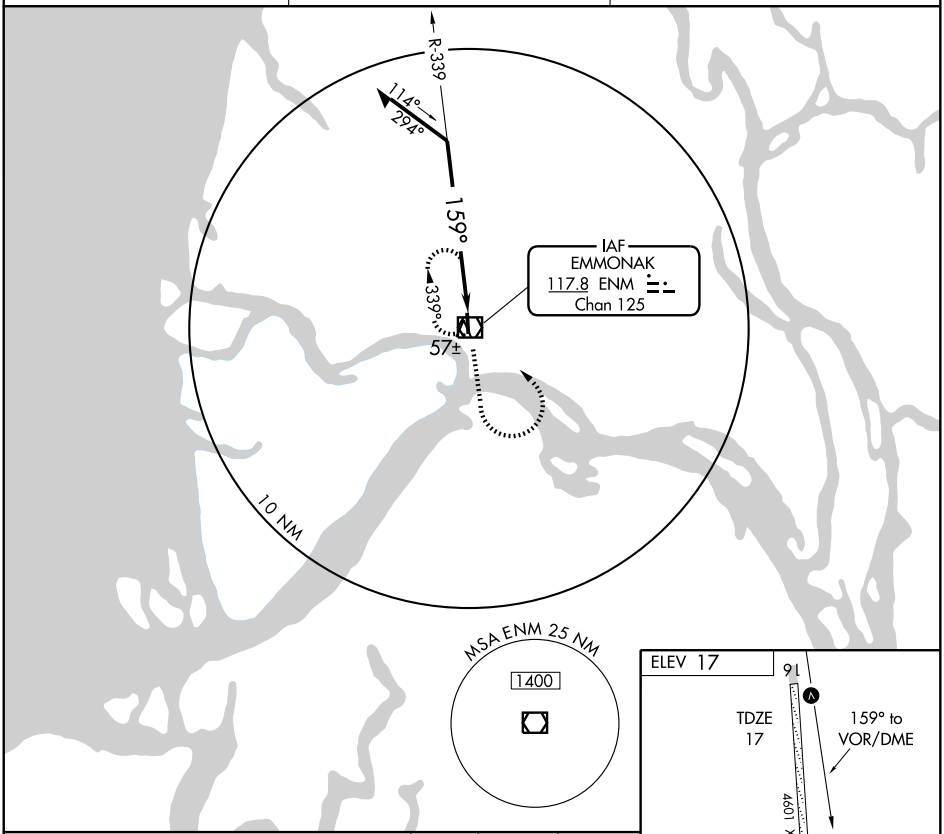
| VOR/DME ENM | APP CRS | Rwy Idg | 4601 |
|---|---|---|---|
| 117.8 | 159° | TDZE | 17 |
| Chan 125 | | Apt Elev | 17 |

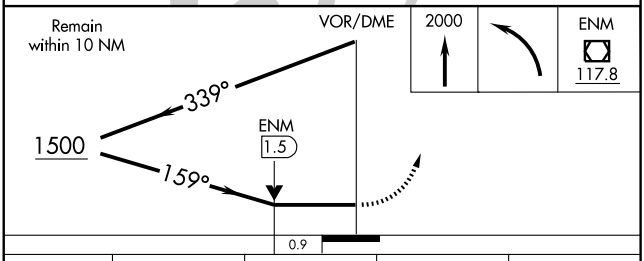
# VOR RWY 16
## EMMONAK (ENM) (PAEM)

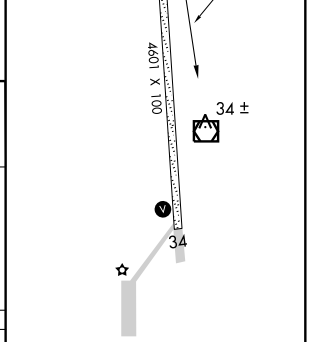
If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.35 | 124.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 340-1 323 (400-1) | | | |
| CIRCLING | 380-1<br>363 (400-1) | 480-1<br>463 (500-1) | 480-1½<br>463 (500-1½) | 580-2<br>563 (600-2) |

REIL Rwy 34 L
MIRL Rwy 16-34 L

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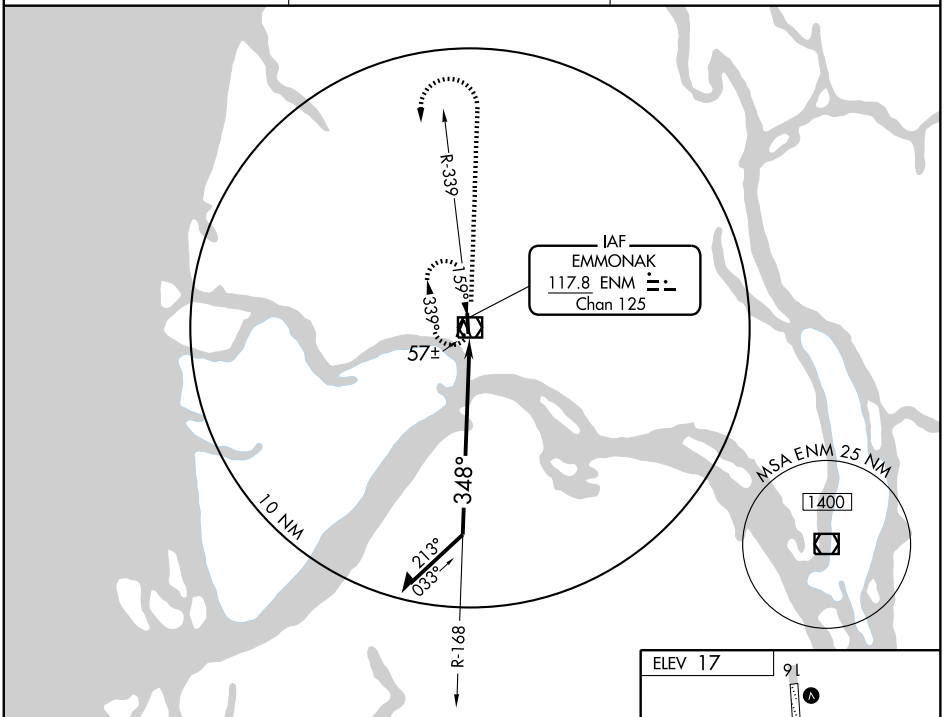
| VOR/DME ENM | APP CRS | Rwy Idg | 4601 |
|---|---|---|---|
| 117.8 | 348° | TDZE | 17 |
| Chan 125 | | Apt Elev | 17 |

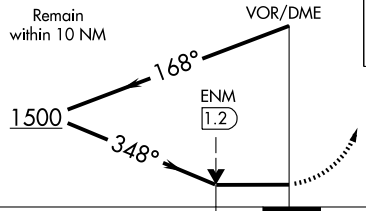
# VOR RWY 34
## EMMONAK (ENM) (PAEM)

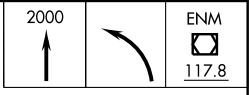
⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

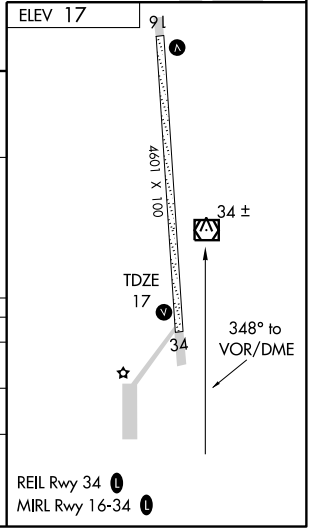
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.35 | 124.5 | 122.9 (L) |



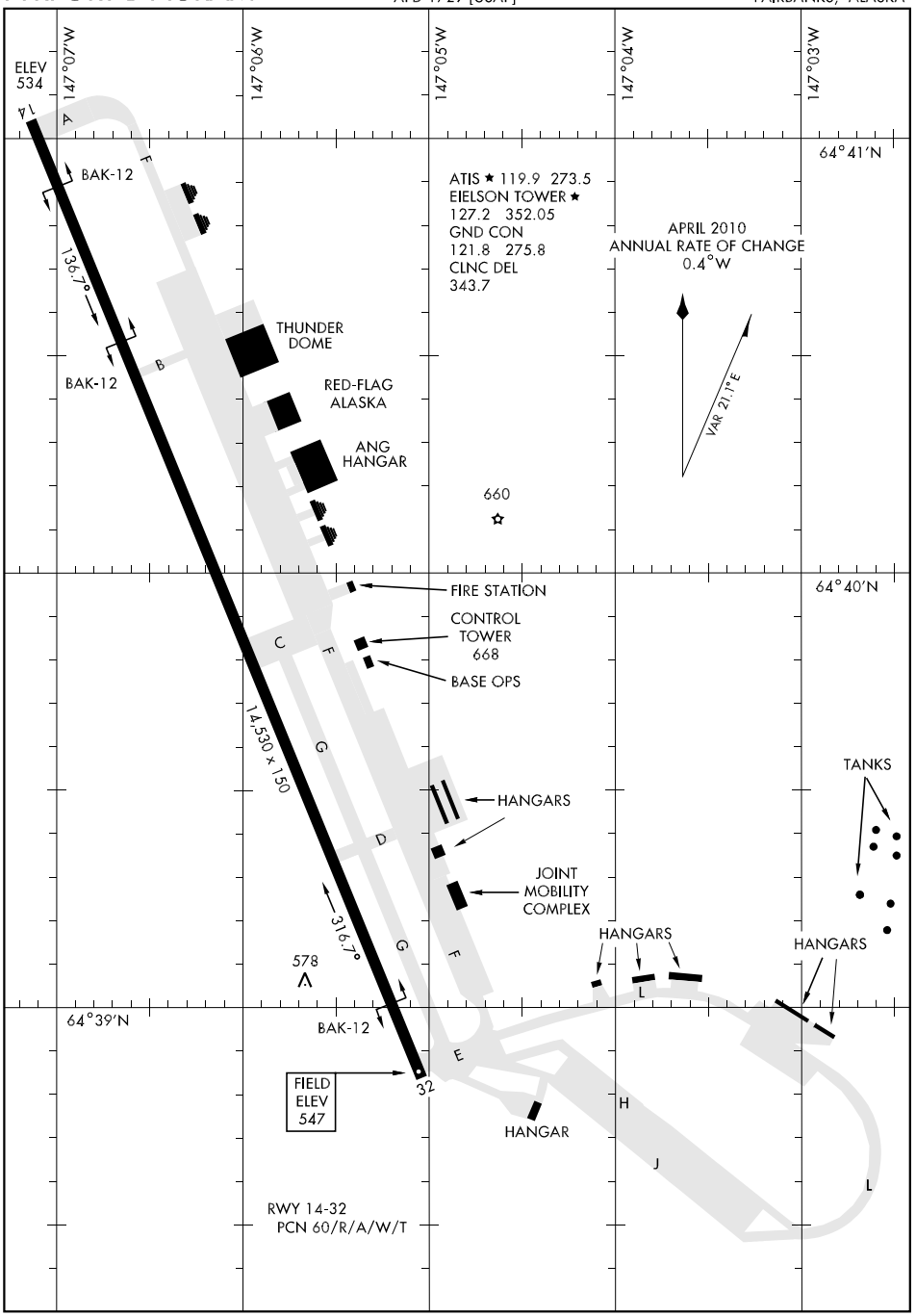




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 360-1 343 (400-1) | | | 360-1¼ 343 (400-1¼) |
| CIRCLING | 380-1 363 (400-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |



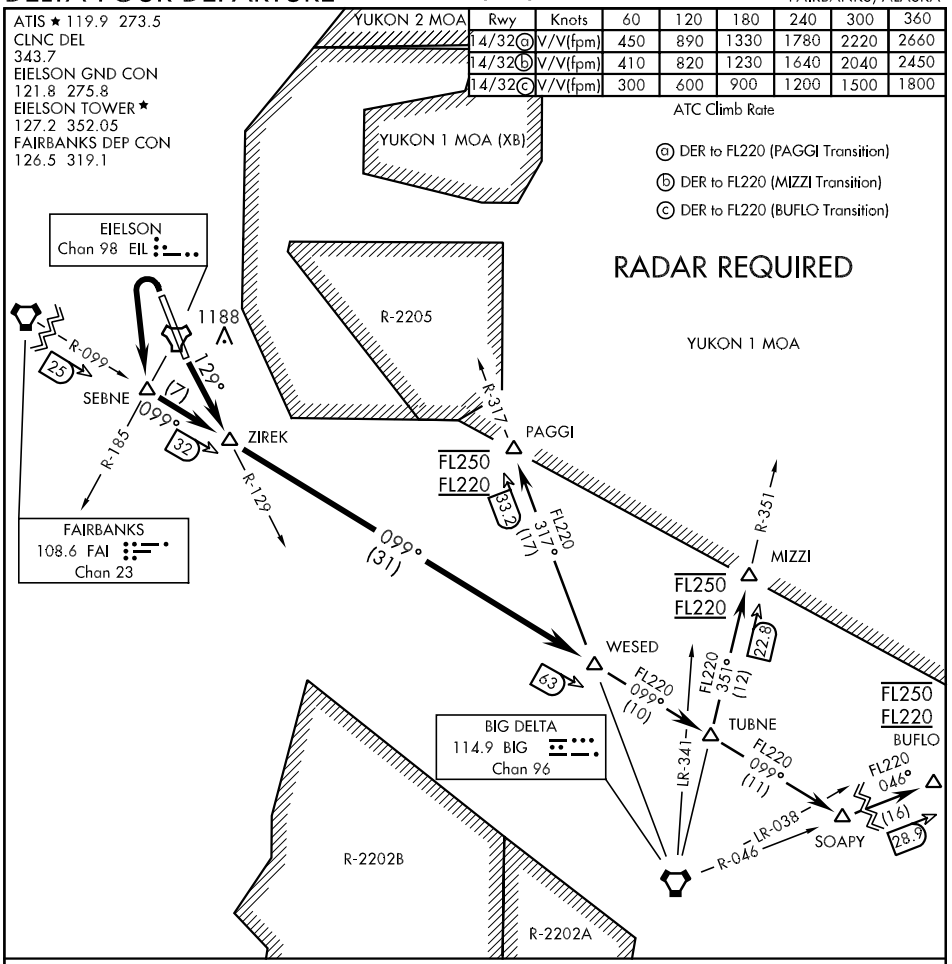

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ELEV 534
147°07'W
147°06'W
147°05'W
147°04'W
147°03'W
64°41'N
64°40'N
64°39'N
BAK-12
136.7°
316.7°
ATIS ★ 119.9 273.5
EIELSON TOWER ★
127.2 352.05
GND CON
121.8 275.8
CLNC DEL
343.7
APRIL 2010
ANNUAL RATE OF CHANGE
0.4°W
VAR 21.1°E
THUNDER DOME
RED-FLAG ALASKA
ANG HANGAR
660
FIRE STATION
CONTROL TOWER
668
BASE OPS
14,530 x 150
HANGARS
JOINT MOBILITY COMPLEX
578
TANKS
HANGARS
HANGARS
FIELD ELEV 547
32
HANGAR
RWY 14-32
PCN 60/R/A/W/T

# DELTA-FOUR DEPARTURE

SH-1729 [USAF]

FAIRBANKS, ALASKA




| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 14/32ⓐ | V/V(fpm) | 450 | 890 | 1330 | 1780 | 2220 | 2660 |
| 14/32ⓑ | V/V(fpm) | 410 | 820 | 1230 | 1640 | 2040 | 2450 |
| 14/32ⓒ | V/V(fpm) | 300 | 600 | 900 | 1200 | 1500 | 1800 |

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Intercept EIL TACAN R-129 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence. . .

TAKE-OFF RWY 32: Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence. . .

BUFLO GATE TRANSITION: Turn left at SOAPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION: Turn left at TUBNE and track outbound on BIG VORTAC R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

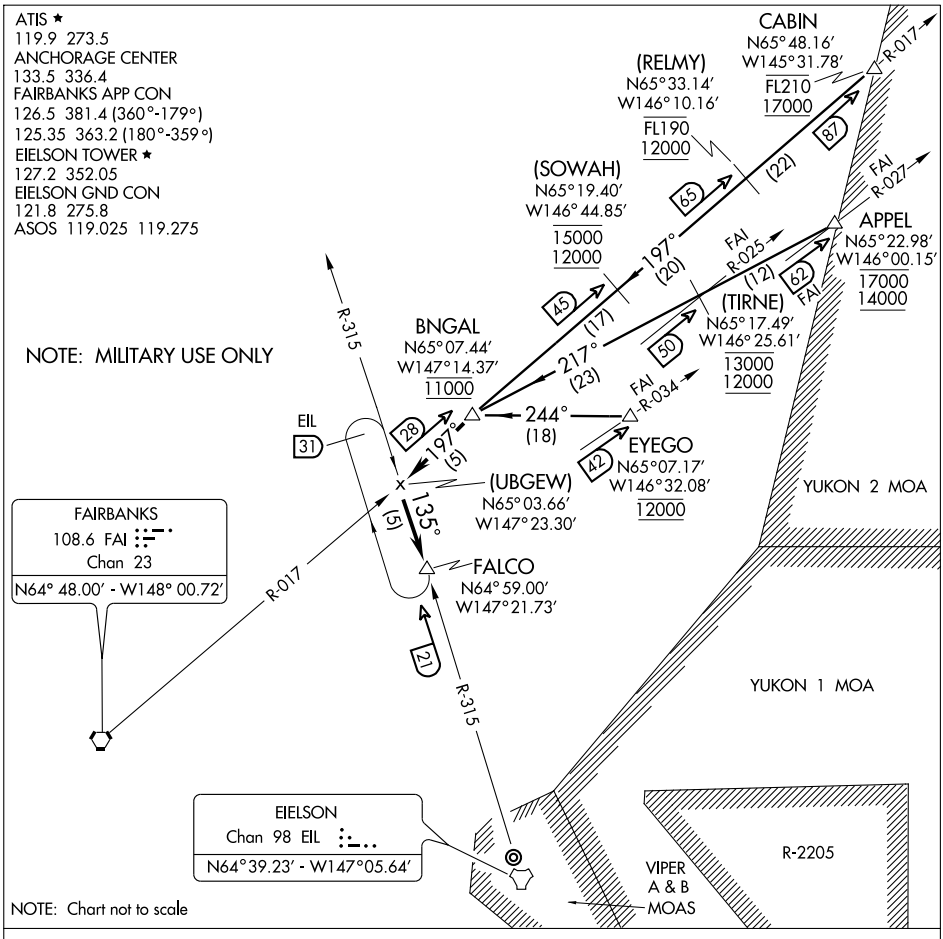
PAGGI GATE TRANSITION: Turn left at WESED and track outbound on BIG VORTAC R-317 to PAGGI. Cross PAGGI at FL220 block FL250.

(FALCO.FALCO4) 10098

# FALCO FOUR ARRIVAL

ST-1729 (FAA)

EIELSON AFB
FAIRBANKS, ALASKA




APPEL GATE TRANSITION (APPEL.FALCO4): From APPEL via heading 217° to BNGAL. Thence....

CABIN GATE TRANSITION (CABIN.FALCO4): From CABIN via the FAI R-017 to BNGAL. Thence....

EYEGO GATE TRANSITION (EYEGO.FALCO4): From EYEGO via heading 244° to BNGAL. Thence....

.... via the FAI R-017 and the EIL R-315 to FALCO. Expect IFR or VFR recovery clearance at BNGAL. Landing RWY 13 cross FALCO at or below 9000' and at or above 5000'. Landing RWY 31 cross FALCO at 9000'.

AK, 08 APR 2010 to 03 JUN 2010

# FOX-FIVE DEPARTURE

SH-1729 [USAF]

ATIS ★ 119.9 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 32ⓐⓑⓒ | V/V(fpm) | 620 | 1230 | 1840 | 2450 | 3060 | 3680 |

ATC Climb Rate

ⓐ DER to 14,000 (AXSEM Transition)
ⓑ DER to FL220 (APPEL Transition)
ⓒ DER to FL200 (CABIN Transition)

RADAR REQUIRED

CABIN
FL260
FL220

HUSUG
FL220

APPEL
FL260
FL220

SELEE
FL200

OYUTO
FL180

RESTO
FL200
16,000

ROLOE
14,000

WAPAX
10,000

FRITZ
5000

AXSEM
16,000
14,000

024° (32)
024° (14.4)
024° (9.3)
034° (17.6)
335°
048°
R-335
R-024
R-034
R-048

YUKON 2 MOA
YUKON 1 MOA (XB)
YUKON 1 MOA
R-2205

EIELSON
Chan 98 EIL

FAIRBANKS
108.6 FAI
Chan 23

1188

(Continued on next page)



AK, 08 APR 2010 to 03 JUN 2010

DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 32: Turn right, intercept EIL TACAN R-335 and track outbound direct FRITZ, direct WAPAX. Cross FRITZ at or above 5000, cross WAPAX at or above 10,000. Thence . . .

APPEL GATE TRANSITION: Cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

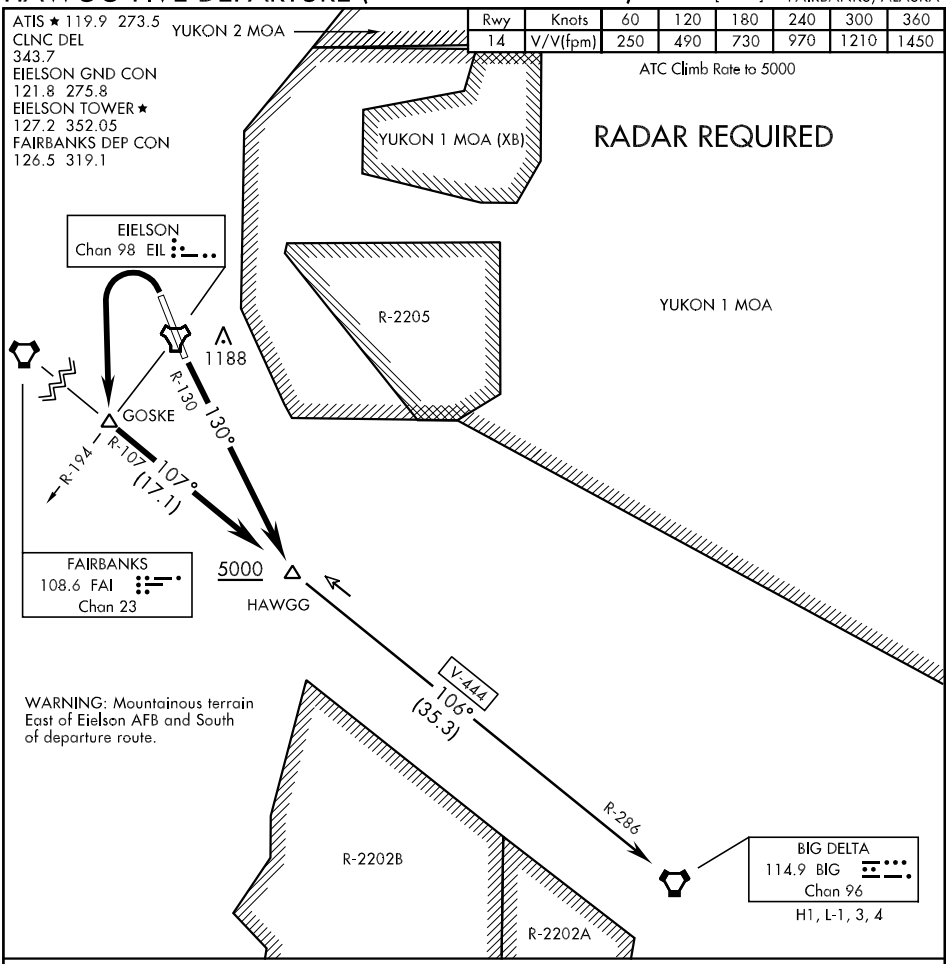
AXSEM GATE TRANSITION: Turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION: Cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.

AK, 08 APR 2010 to 03 JUN 2010

# HAWGG-FIVE DEPARTURE (HAWGG5•HAWGG)

SL-1729 [USAF] FAIRBANKS, ALASKA




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn left to join EIL TACAN R-130 to FAI VORTAC R-107. Cross HAWGG at or above 5000. Thence . . .

TAKE-OFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000. Thence . . .

Intercept V-444 to BIG VORTAC, thence via assigned route.



HAWGG-FIVE DEPARTURE (HAWGG5•HAWGG) FAIRBANKS, ALASKA

# ILS or LOC/DME RWY 14

| LOC I-EIL | APCH CRS | Rwy ldg / TDZE / Arpt Elev | AL-1729 [USAF] | EIELSON AFB (PAEI) |
|---|---|---|---|---|
| 110.5 | 136° | 14,530 / 536 / 547 | | |

* When ALS inop, increase RVR to 40, vis ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
***Circling not authorized NE Rwy 14-32.

ALSF-1

† MISSED APPROACH: Climb to 4000 on track 138°to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

| ATIS ★ | FAIRBANKS APP CON | EIELSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.9 273.5 | 126.5 381.4 (360°-179°)<br>125.35 363.2 (180°-359°) | 127.2 352.05 | 121.8 275.8 | 343.7 |

RADAR or DME REQUIRED

CAUTION: RWY 14 ILS and PAPI not coincidental.

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

†CAUTION: Missed Approach Minimum Climb Rate to 4000

| Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|
| V/V(fpm) | 220 | 440 | 660 | 880 |

ATC Minimum Climb Rate

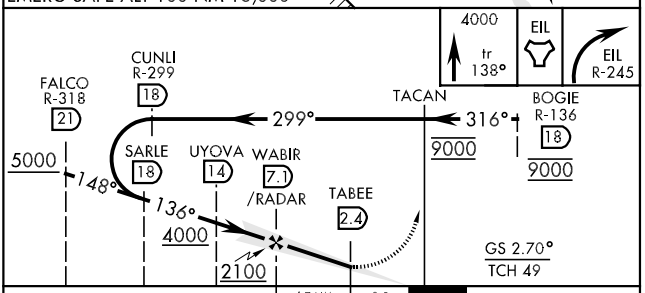
EIELSON Chan 98 EIL

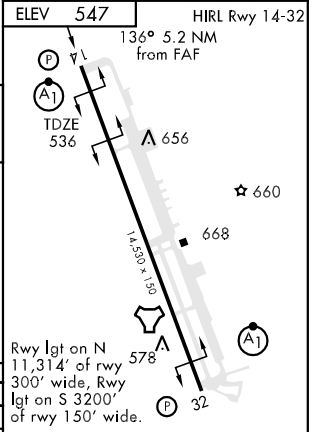
Max holding 265 KIAS Max holding alt 6000

LOCALIZER 110.5 I-EIL

MSA EIL 25 NM 20 NM 150° 255° 5000 4200

EMERG SAFE ALT 100 NM 16,000




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 * | 736/24 | | 200 | (200-½) | |
| S-LOC 14 ** | 900/24 364 (400-½) | | 900/40 364 (400-¾) | | |
| CIRCLING *** | 1000-1<br>453 (500-1) | 1040-1<br>493 (500-1) | 1040-1½<br>493 (500-1½) | 1100-2<br>553 (600-2) | 1200-2¼<br>653 (700-2¼) |

| LOC FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:36 | 2:14 | 2:36 | 1:44 | 1:34 |

# ILS or LOC/DME RWY 32

| LOC I-EAF | APCH CRS | Rwy ldg 14,530 / TDZE 547 / Arpt Elev 547 |
|---|---|---|
| 109.9 | 316° | |

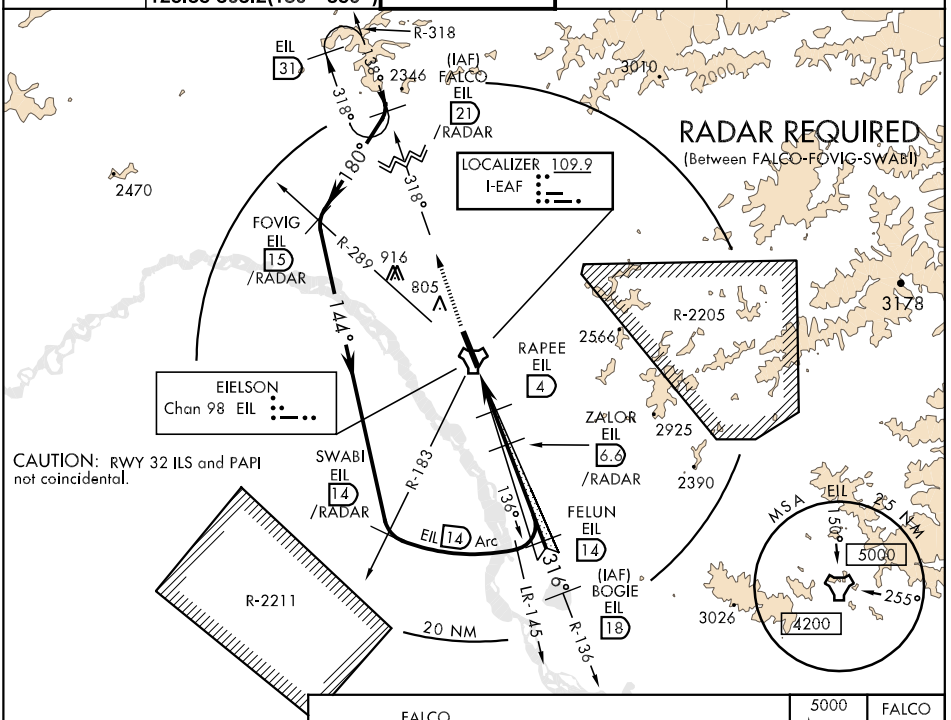
AL-1729 [USAF] EIELSON AFB (PAEI)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT DE RVR to 60 vis to 1¼ mile.
*** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

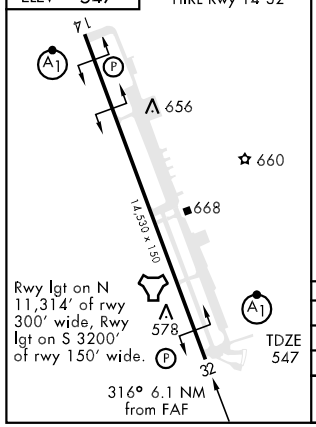
MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

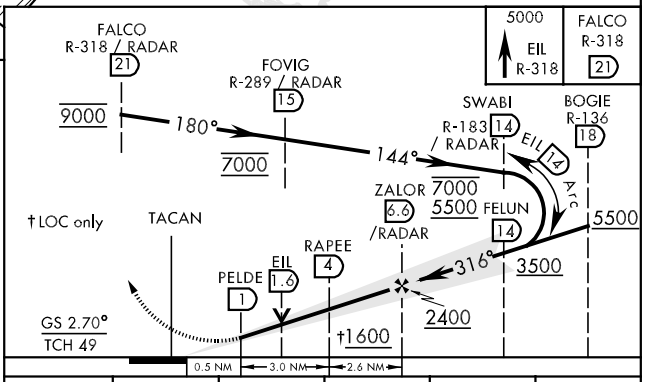
| ATIS ★ | FAIRBANKS APP CON | EIELSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.9 273.5 | 126.5 381.4 (360°-179°) 125.35 363.2(180°-359°) | 127.2 352.05 | 121.8 275.8 | 343.7 |




EMERG SAFE ALT 100 NM 16,000

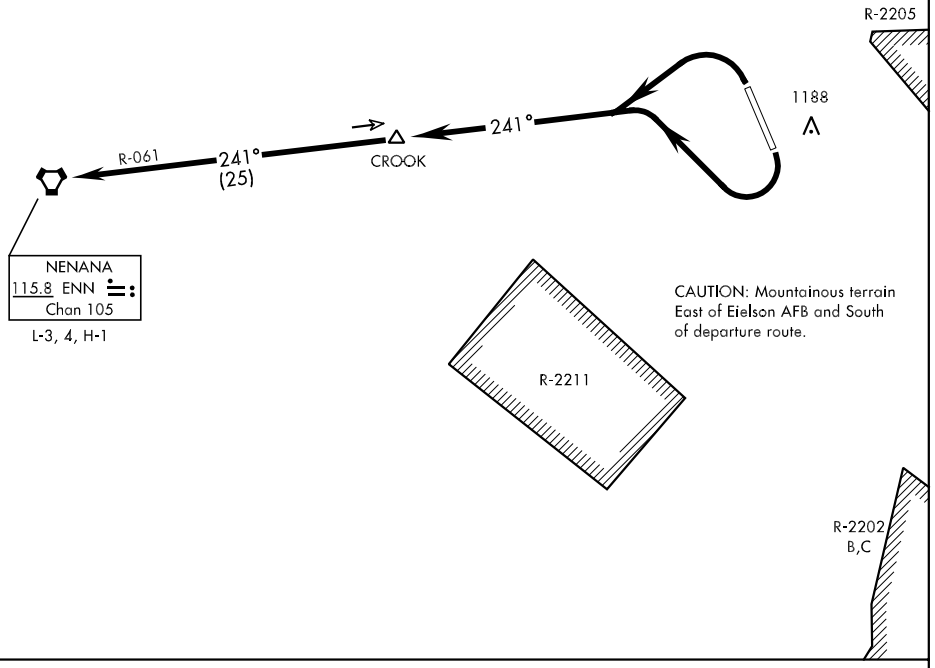
ELEV 547 HIRL Rwy 14-32




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 * | 747/24 | | 200 | (200-½) | |
| S-LOC 32 ** | 920/24 | 373 (400-½) | 920/40 | 373 | (400-¾) |
| CIRCLING *** | 1000-1 453 (500-1) | 1040-1 493 (500-1) | 1040-1½ 493 (500-1½) | 1100-2 553 (600-2) | 1200-2¼ 653 (700-2¼) |

ATIS ★ 119.9 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1






## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

TAKE-OFF RWY 32: Turn left to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

Proceed to NENANA via R-061 then via assigned route.

# TACAN RWY 14

| TACAN | APCH CRS | Rwy ldg | 14,530 |
|---|---|---|---|
| EIL | 138° | TDZE | 536 |
| Chan 98 | | Arpt Elev | 547 |

AL-1729 [USAF]

EIELSON AFB (PAEI)

▼ * When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

| ATIS ★ | FAIRBANKS APP CON | EIELSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.9 273.5 | 126.5 381.4 (360°-179°)<br>125.35 363.2 (180°-359°) | 127.2 352.05 | 121.8 275.8 | 343.7 |

RADAR or DME REQUIRED

EIL 31 — R-318 — 138° — 318° — (IAF) FALCO EIL 21 — 2346 — ERCEG EIL 18 — ZETAM EIL 14 — HAMIR 7.1 /RADAR — COSOL 4.1

4421 — 3010 — 2000

†CAUTION: Missed Approach Minimum Climb Rate to 4000

| Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|
| V/V(fpm) | 230 | 460 | 690 | 920 |

ATC Minimum Climb Rate

2470

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

EIL 14 Arc — LR-310 — 916

Max holding 265 KIAS
Max holding alt 6000

245° — 065° — R-245 — (IAF) WAKOV EIL 14 — 4000

MSA — EIL — 25 NM — 150° — 5000 — 255° — 4200

20 NM

EIELSON Chan 98 EIL

R-2211

3178 — 2566 — R-2205 — 2925 — 2390

EMERG SAFE ALT 100 NM 16,000

4000 tr 138° — EIL — EIL R-245

FALCO R-318 21 — ERCEG 18 — ZETAM 14 — HAMIR 7.1 /RADAR — COSOL 4.1 — WANUR 2.4 — TACAN

5000 — 138° — 4000 — 2100 — 1200

2.66° TCH 54

3 NM — 1.7 NM — .5

ELEV 547 — HIRL Rwy 14-32

138° to TACAN

TDZE 536 — 656 — 660 — 668 — 14,580 × 150 — 578 — 32

Rwy lgt on N 11,314′ of rwy 300′ wide, Rwy lgt on S 3200′ of rwy 150′ wide.

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14* | 900/24 364 (400-½) | | 900/40 364 (400-¾) | | |
| CIRCLING ** | 1000-1 453 (500-1) | 1040-1 493 (500-1) | 1040-1½ 493 (500-1½) | 1100-2 553 (600-2) | 1200-2¼ 653 (700-2¼) |



AK, 08 APR 2010 to 03 JUN 2010

# TACAN RWY 32

| TACAN EIL Chan 98 | APCH CRS 316° | Rwy ldg 14,530 TDZE 547 Arpt Elev 547 |
|---|---|---|

AL-1729 [USAF]

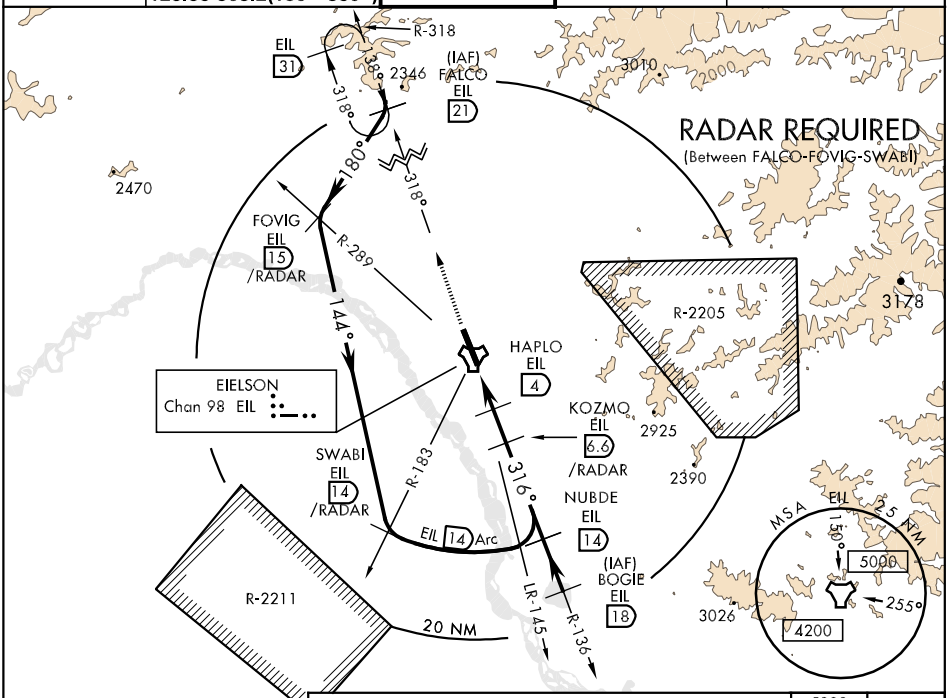
EIELSON AFB (PAEI)

▼*When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1¼ mile, CAT E vis to 1½ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

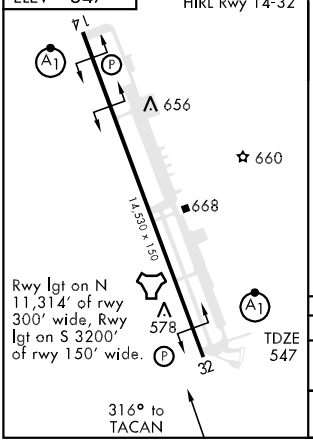
| ATIS ★ | FAIRBANKS APP CON | EIELSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.9 273.5 | 126.5 381.4 (360°-179°) 125.35 363.2(180°-359°) | 127.2 352.05 | 121.8 275.8 | 343.7 |

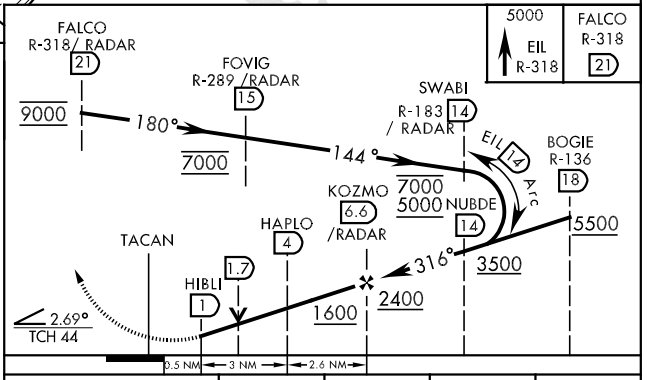



EMERG SAFE ALT 100 NM 16,000

ELEV 547

HIRL Rwy 14-32




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 * | 940/24 393 (400-½) | | 940/40 393 (400-¾) | | 940/50 393 (400-1) |
| CIRCLING ** | 1000-1 453 (500-1) | 1040-1 493 (500-1) | 1040-1½ 493 (500-1½) | 1100-2 553 (600-2) | 1200-2¼ 653 (700-2¼) |



AK, 08 APR 2010 to 03 JUN 2010

09351

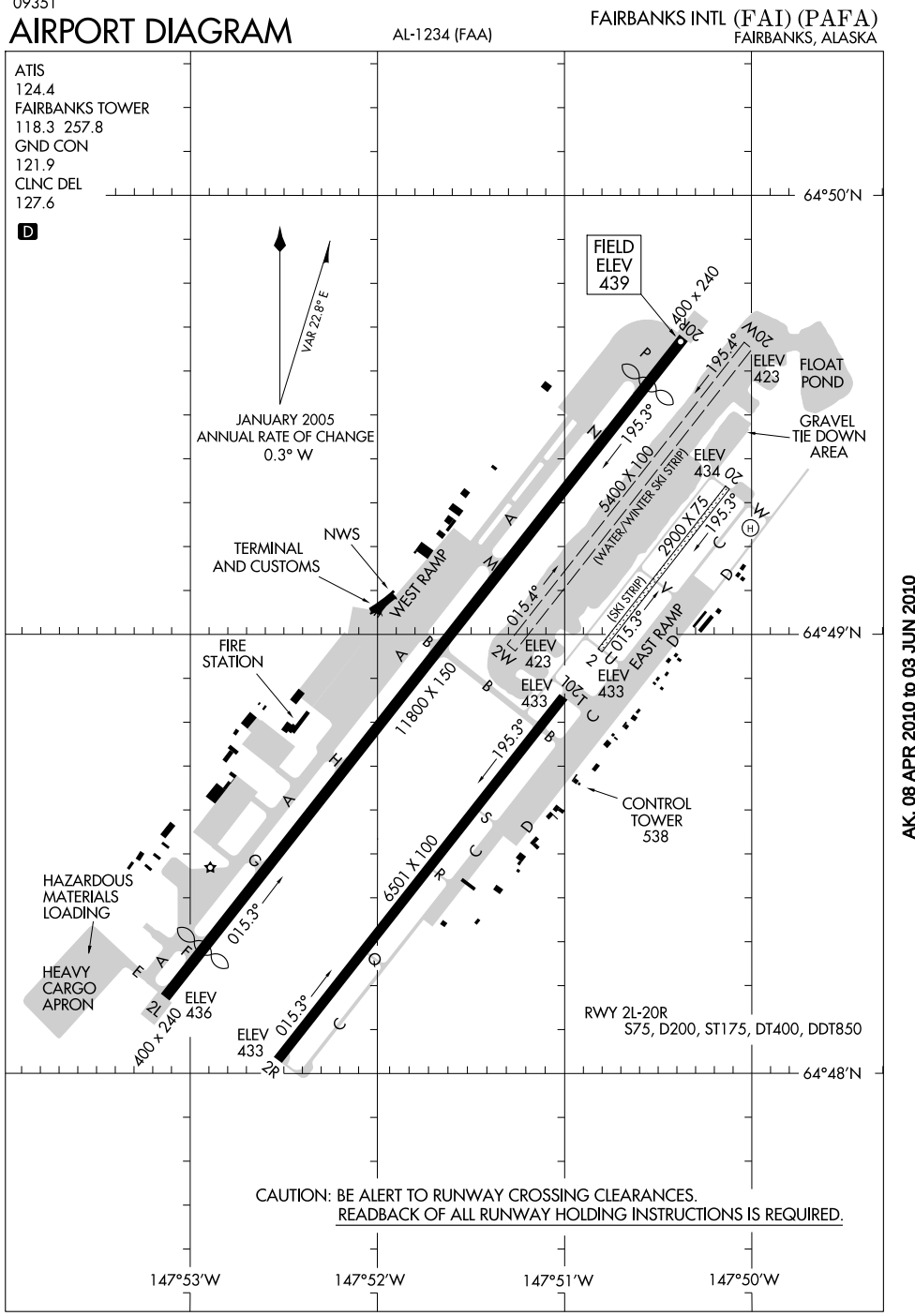
# AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

ATIS
124.4
FAIRBANKS TOWER
118.3 257.8
GND CON
121.9
CLNC DEL
127.6

D




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

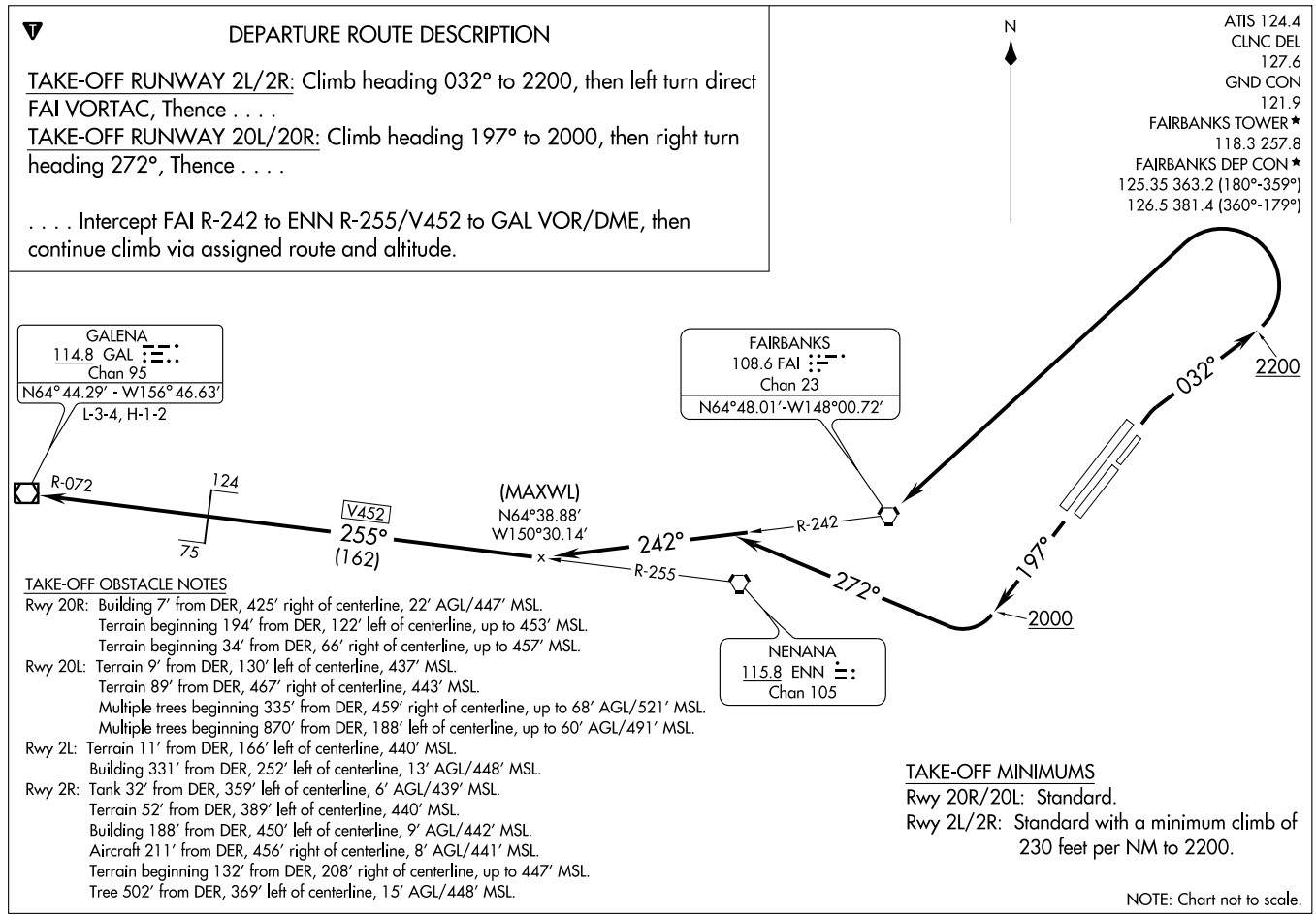
AK, 08 APR 2010 to 03 JUN 2010

# (GLEEN4.GAL) 10098
# GALENA FOUR DEPARTURE
SL-1234 (FAA)
FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200, then left turn direct FAI VORTAC, Thence . . . .
TAKE-OFF RUNWAY 20L/20R: Climb heading 197° to 2000, then right turn heading 272°, Thence . . . .

. . . . Intercept FAI R-242 to ENN R-255/V452 to GAL VOR/DME, then continue climb via assigned route and altitude.




TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7' from DER, 425' right of centerline, 22' AGL/447' MSL.
Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL.
Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.
Rwy 20L: Terrain 9' from DER, 130' left of centerline, 437' MSL.
Terrain 89' from DER, 467' right of centerline, 443' MSL.
Multiple trees beginning 335' from DER, 459' right of centerline, up to 68' AGL/521' MSL.
Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL.
Rwy 2L: Terrain 11' from DER, 166' left of centerline, 440' MSL.
Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL.
Rwy 2R: Tank 32' from DER, 359' left of centerline, 6' AGL/439' MSL.
Terrain 52' from DER, 389' left of centerline, 440' MSL.
Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL.
Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL.
Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL.
Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.
Rwy 2L/2R: Standard with a minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

# HI-ILS or LOC RWY 20R

| LOC I-FAI | APCH CRS | Rwy ldg 11,800 TDZE 439 Arpt Elev 439 |
|---|---|---|
| 110.3 | 197° | |

JAL-1234 [USAF]

FAIRBANKS INTL (PAFA)

▼ * When ALS inop, increase CAT E vis to 40.
** When ALS inop, increase CAT E vis to 2 miles.

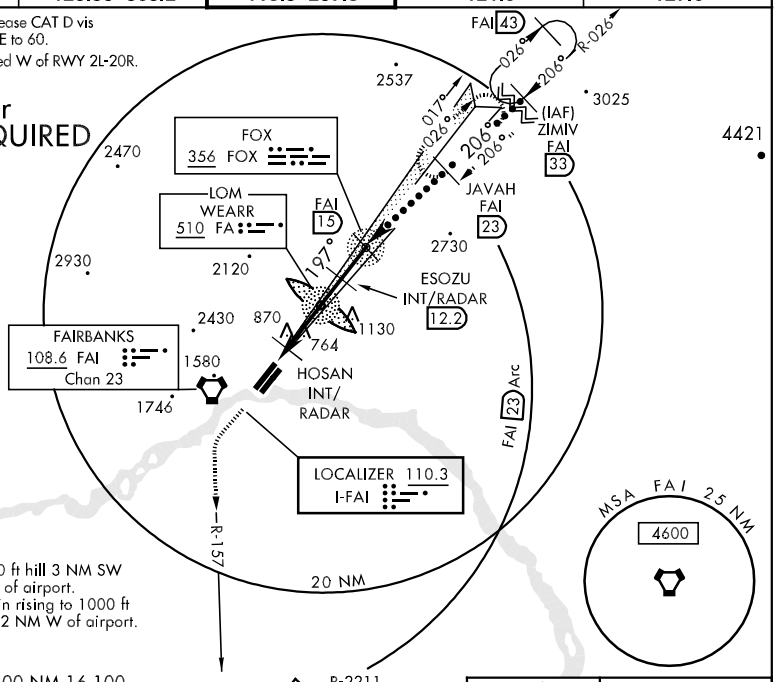
MALSR A5

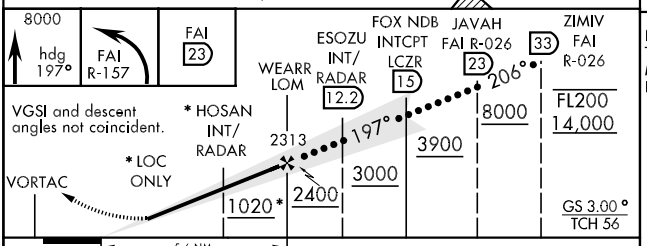
MISSED APPROACH: Climb to 8000 via heading 197° and FAI VORTAC R-157 to 23 DME, ARC northbound to JAVAH and hold.

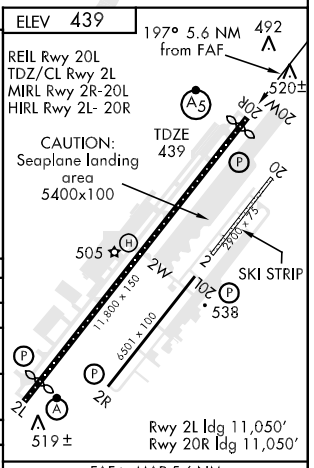
| ATIS | FAIRBANKS APP CON | FAIRBANKS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |

*** When ALS inop, increase CAT D vis to RVR 50, and CAT E to 60.
† Circling not authorized W of RWY 2L-20R.

DME or RADAR REQUIRED




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 20R * | 639/24 200 (200-½) | | |
| S-LOC 20R ** | 1020/50<br>581 (581-1) | 1020/60<br>581 (600-1¼) | 1020-1½<br>581 (600-1½) |
| CIRCLING † | 1020-1½<br>581 (600-1½) | 1020-2<br>581 (600-2) | 1080-2¼<br>641 (700-2¼) |
| RADAR FIX MINIMUMS | | | |
| S-LOC 20R *** | 760/24 321 (400-½) | 760/40 321 (400-¾) | |
| CIRCLING † | 900-1½<br>461 (500-1½) | 1000-2<br>561 (600-2) | 1080-2¼<br>641 (700-2¼) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:48 | 2:24 | 2:06 | 1:52 | 1:41 |

# ILS or LOC RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

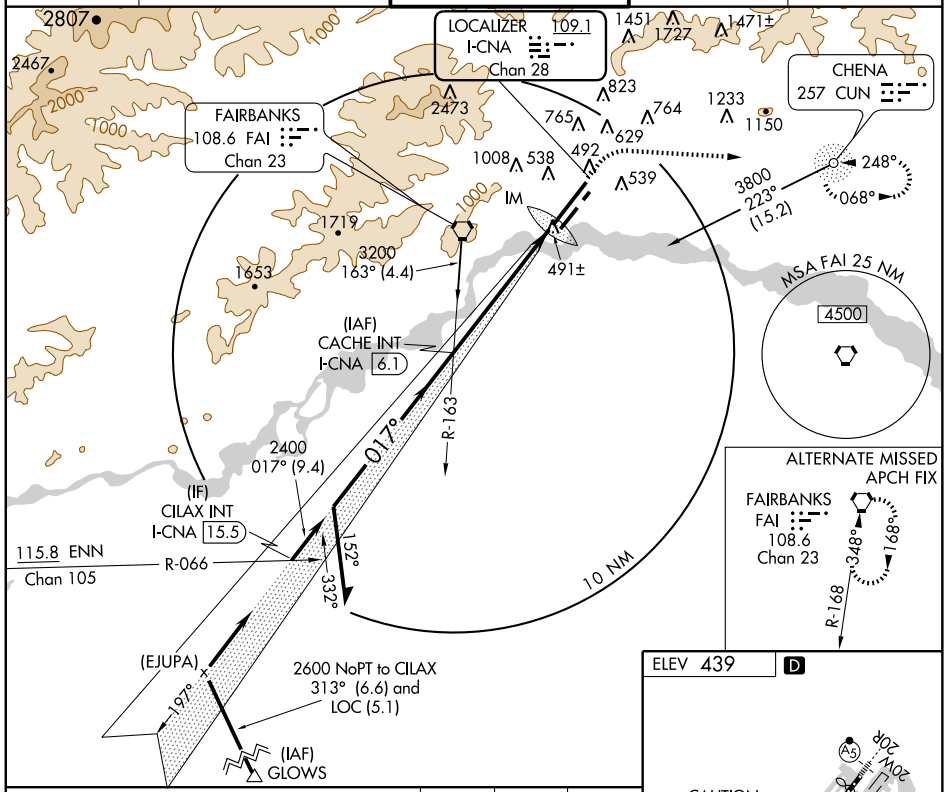
| LOC/DME I-CNA | APP CRS | Rwy Idg 11050 |
|---|---|---|
| 109.1 | 017° | TDZE 438 |
| Chan 28 | | Apt Elev 439 |

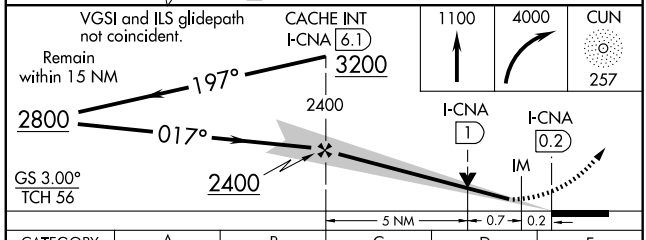
For inoperative ALSF, increase S-ILS 2L Cat E visibility to RVR 4000, S-LOC 2L Cat D to RVR 5000 and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R. ADF required.

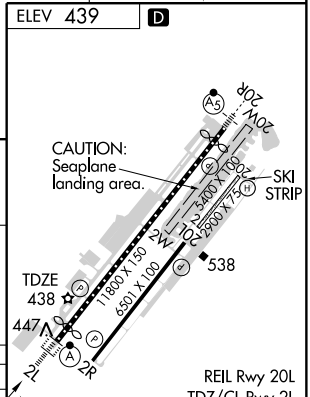
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 2L | 638/18 200 (200-½) | | | | 638/24 200 (200-½) |
| S-LOC 2L | 760/24 322 (400-½) | | | 760/40 322 (400-¾) | |
| CIRCLING | 840-1 401(500-1) | 900-1 461(500-1) | 900-1½ 461(500-1½) | 1000-2 561(600-2) | 1080-2¼ 641(700-2¼) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

AK. 08 APR 2010 to 03 JUN 2010

# ILS or LOC RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

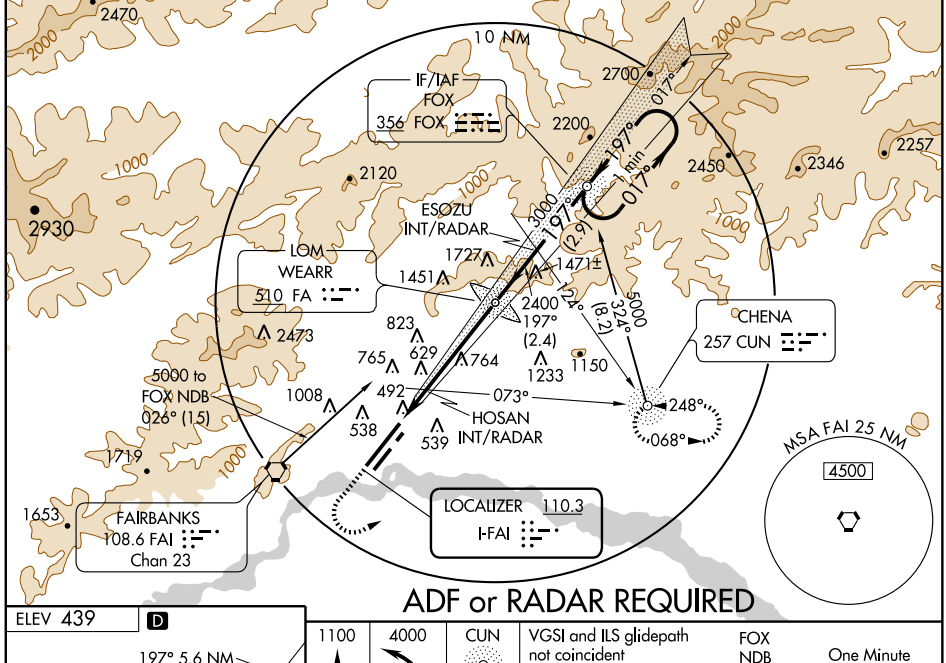
| LOC I-FAI | APP CRS | Rwy Idg | 11050 |
|---|---|---|---|
| 110.3 | 197° | TDZE | 439 |
| | | Apt Elev | 439 |

For inoperative MALSR, increase S-ILS 20R Cat E visibility to RVR 4000, S-LOC 20R Cat E visibility to 2 miles. HOSAN fix minimums: Increase S-LOC 20R Cat D visibility to RVR 5000, and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

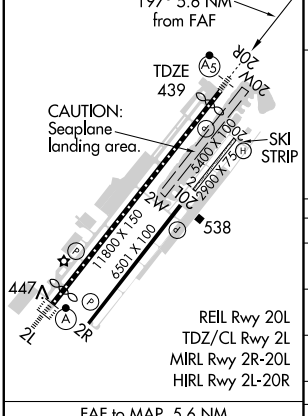
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CUN NDB and hold.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |

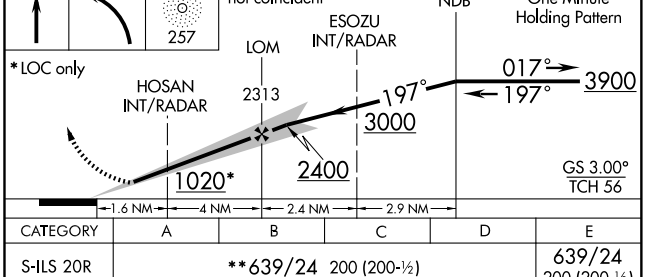



ADF or RADAR REQUIRED

ELEV 439 D




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 20R | **639/24 200 (200-½) | | | | 639/24 200 (200-½) |
| S-LOC 20R | 1020/24 581 (600-½) | | 1020/50 581 (600-1) | 1020/60 581 (600-1¼) | 1020-1½ 581 (600-1½) |
| CIRCLING | 1020-1 581 (600-1) | | 1020-1½ 581 (600-1½) | 1020-2 581 (600-2) | 1080-2¼ 641 (700-2¼) |
| HOSAN FIX MINIMUMS | | | | | |
| S-LOC 20R | 760/24 321 (400-½) | | | 760/40 321 (400-¾) | |
| CIRCLING | 840-1 401 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) | 1080-2¼ 641 (700-2¼) |

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-CNA | APP CRS | Rwy Idg 11050 |
|---|---|---|
| 109.1 | 017° | TDZE 438 |
| Chan 28 | | Apt Elev 439 |

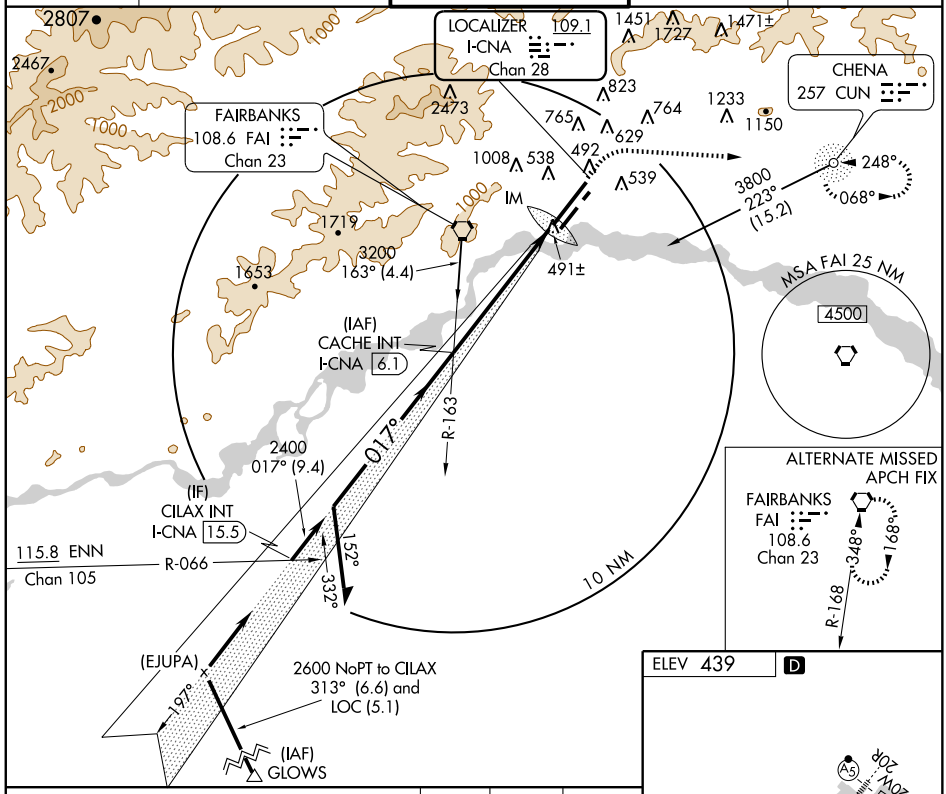
# ILS RWY 2L (CAT II)
## FAIRBANKS INTL (FAI) (PAFA)

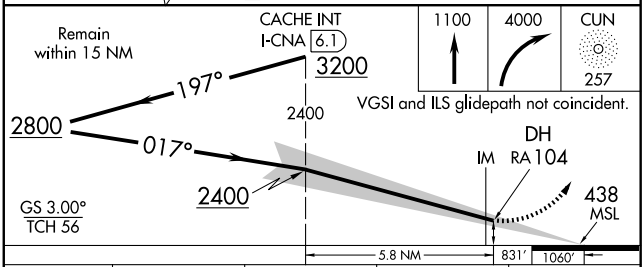
T A ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |

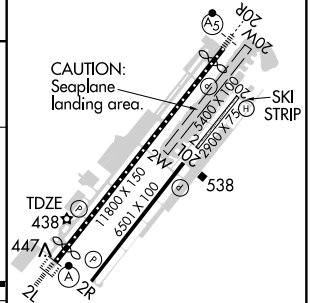



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | RA 104/12 100 DA 538 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 439 D




REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 08 APR 2010 to 03 JUN 2010

FAIRBANKS, ALASKA

AL-1234 (FAA)

| LOC/DME I-CNA | APP CRS | Rwy Idg 11050 |
|---|---|---|
| 109.1 | 017° | TDZE 438 |
| Chan 28 | | Apt Elev 439 |

# ILS RWY 2L (CAT III)

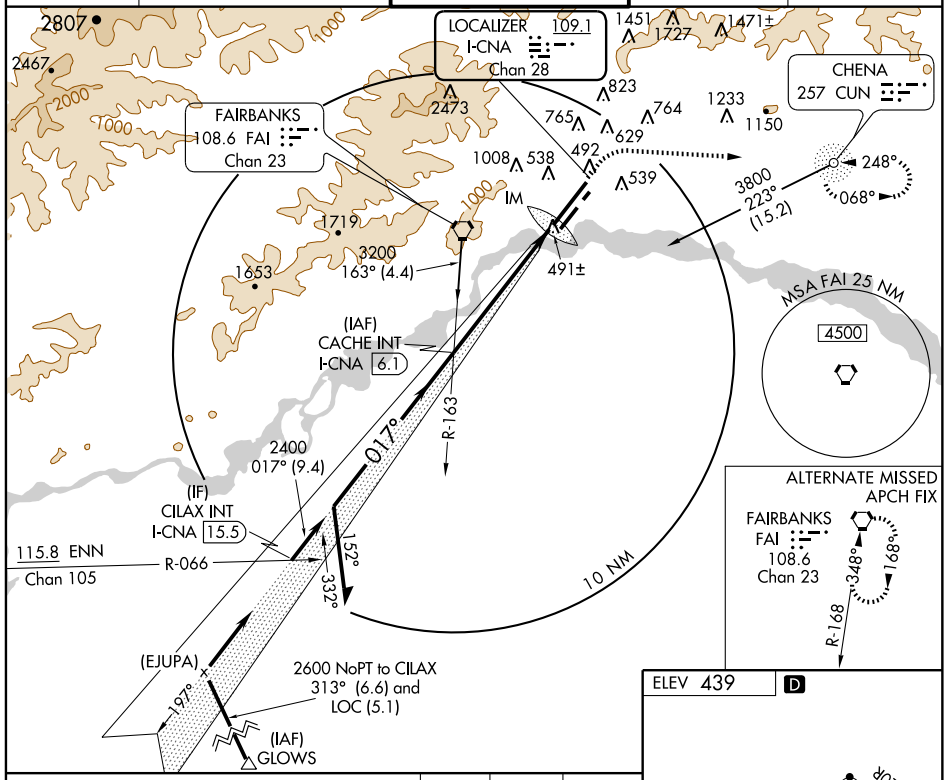
## FAIRBANKS INTL (FAI) (PAFA)

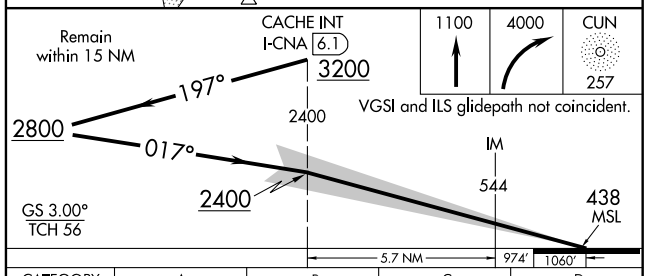
ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |

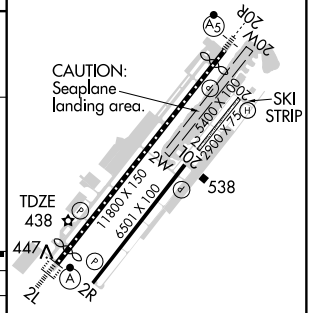



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | | CAT IIIa | RVR 07 | |
| S-ILS 2L | | CAT IIIb | RVR 06 | |
| S-ILS 2L | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 439 D




REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

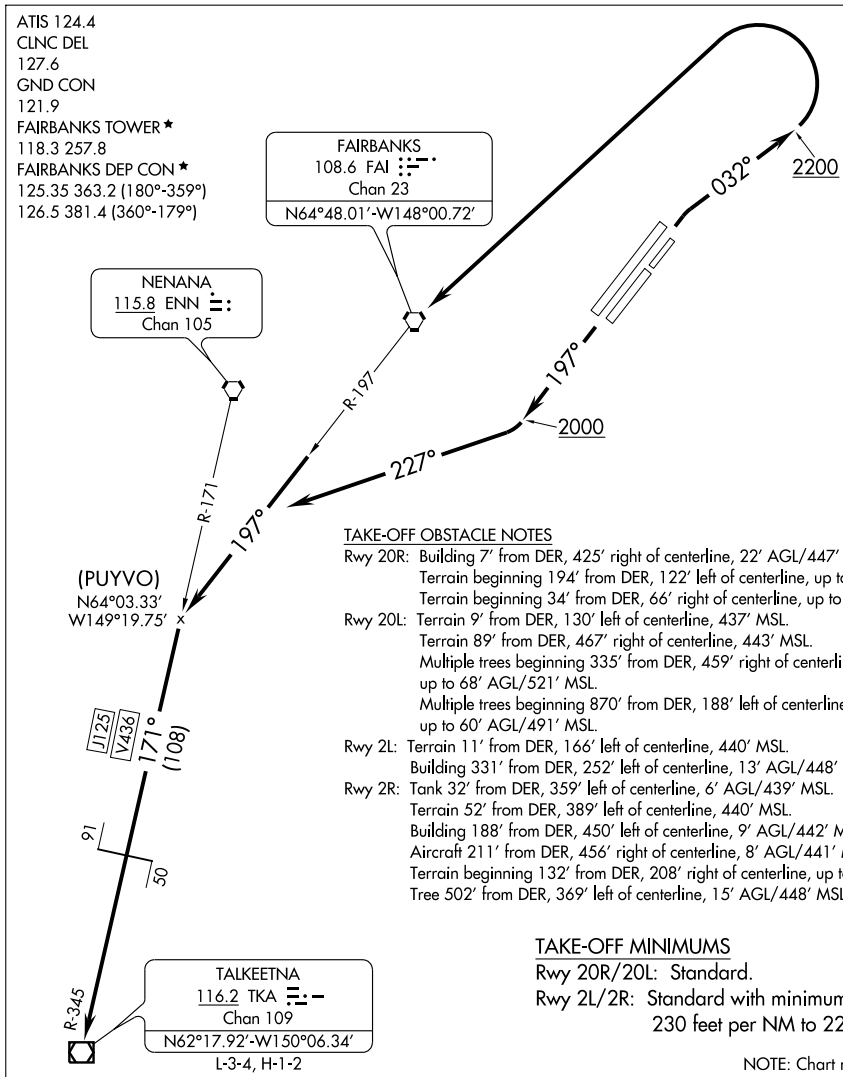
AK. 08 APR 2010 to 03 JUN 2010

(MKNLY7.TKA) 09295

# MCKINLEY SEVEN DEPARTURE

SL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA




TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7′ from DER, 425′ right of centerline, 22′ AGL/447′ MSL.
Terrain beginning 194′ from DER, 122′ left of centerline, up to 453′ MSL.
Terrain beginning 34′ from DER, 66′ right of centerline, up to 457′ MSL.

Rwy 20L: Terrain 9′ from DER, 130′ left of centerline, 437′ MSL.
Terrain 89′ from DER, 467′ right of centerline, 443′ MSL.
Multiple trees beginning 335′ from DER, 459′ right of centerline, up to 68′ AGL/521′ MSL.
Multiple trees beginning 870′ from DER, 188′ left of centerline, up to 60′ AGL/491′ MSL.

Rwy 2L: Terrain 11′ from DER, 166′ left of centerline, 440′ MSL.
Building 331′ from DER, 252′ left of centerline, 13′ AGL/448′ MSL.

Rwy 2R: Tank 32′ from DER, 359′ left of centerline, 6′ AGL/439′ MSL.
Terrain 52′ from DER, 389′ left of centerline, 440′ MSL.
Building 188′ from DER, 450′ left of centerline, 9′ AGL/442′ MSL.
Aircraft 211′ from DER, 456′ right of centerline, 8′ AGL/441′ MSL.
Terrain beginning 132′ from DER, 208′ right of centerline, up to 447′ MSL.
Tree 502′ from DER, 369′ left of centerline, 15′ AGL/448′ MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.

Rwy 2L/2R: Standard with minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

AK, 08 APR 2010 to 03 JUN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct FAI VORTAC, thence . . . .

TAKE-OFF RUNWAY 20R/20L: Climb heading 197° to 2000 then right turn heading 227°, thence . . . .

. . . . Intercept FAI R-197 to ENN R-171 and TKA R-345 to TKA VOR/DME. Then continue climb via assigned route and altitude.

| WAAS | APP CRS | Rwy Idg 11050 |
|---|---|---|
| CH 57915 | 017° | TDZE 439 |
| W02B | | Apt Elev 439 |

# RNAV (GPS) RWY 2L

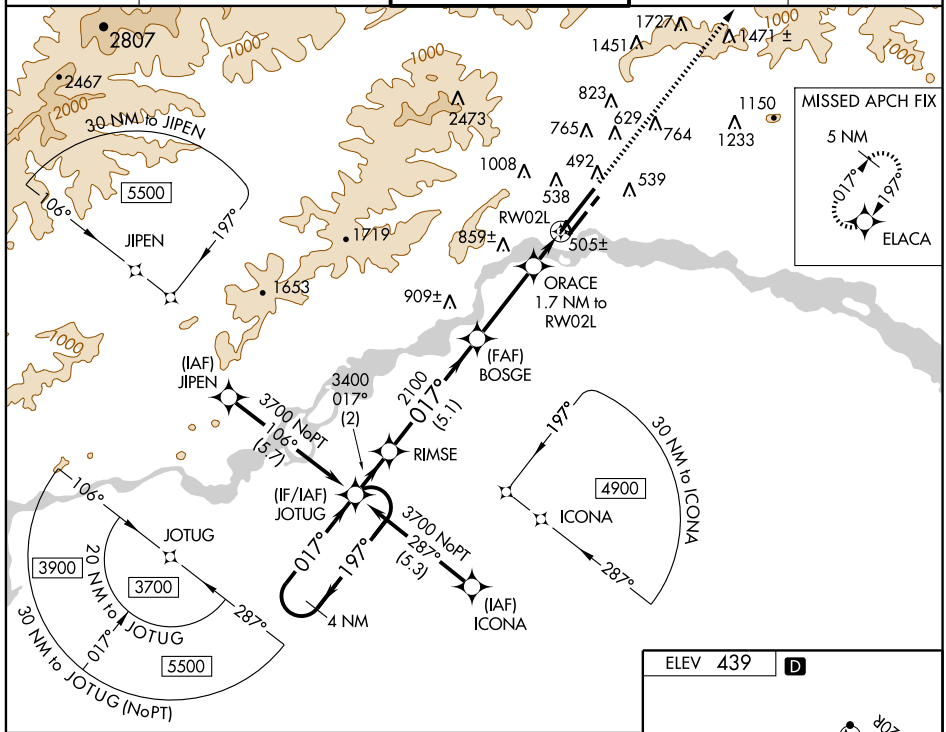
## FAIRBANKS INTL (FAI) (PAFA)

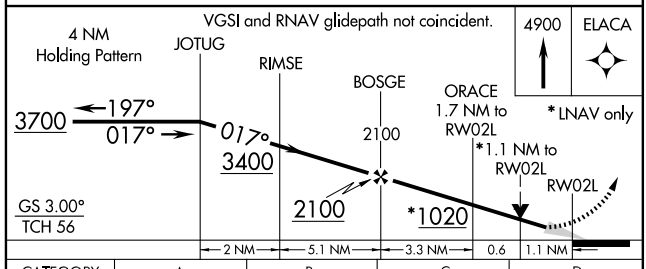
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

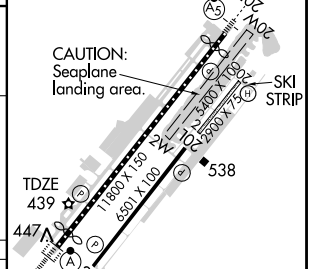
MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 638/24 199 (200-½) | | | |
| LNAV/VNAV DA | 1019-1½ 580 (600-1½) | | | |
| LNAV MDA | 820/24 382 (400-½) | | | 820/50 382 (400-1) |
| CIRCLING | 840-1 401 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) |




REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 2R

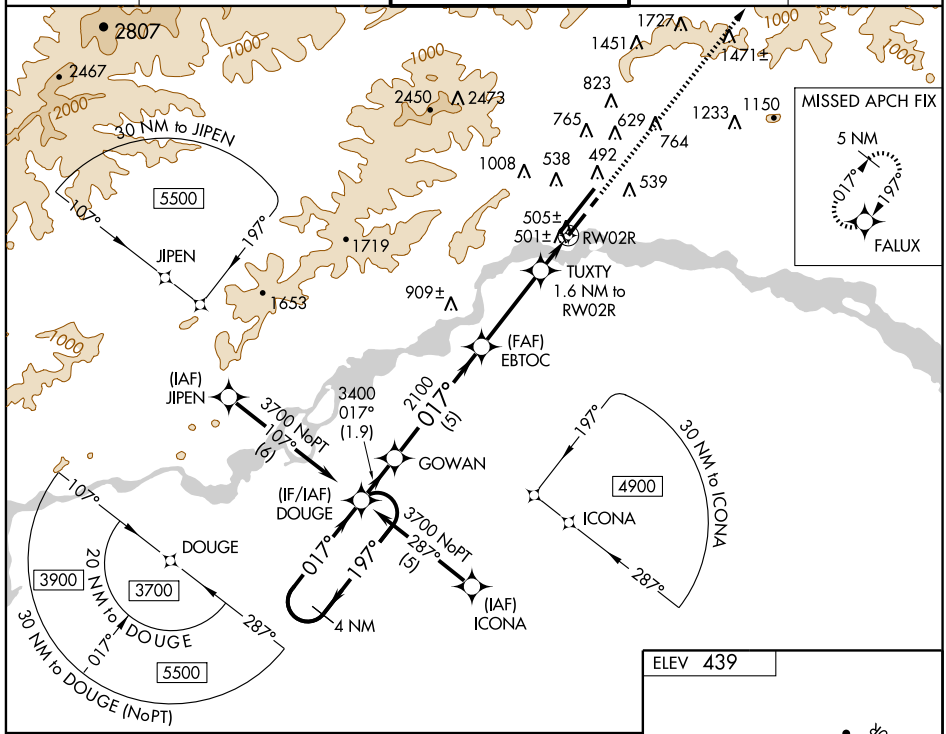
## FAIRBANKS INTL (FAI) (PAFA)

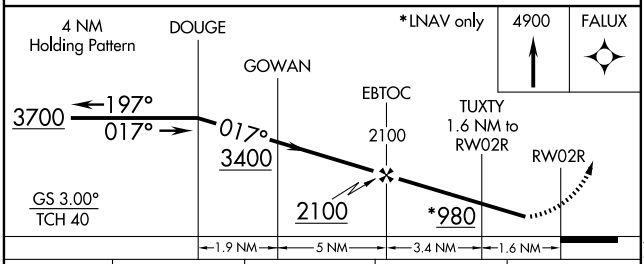
| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 53612 | 017° | TDZE | 433 |
| W02A | | Apt Elev | 439 |

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

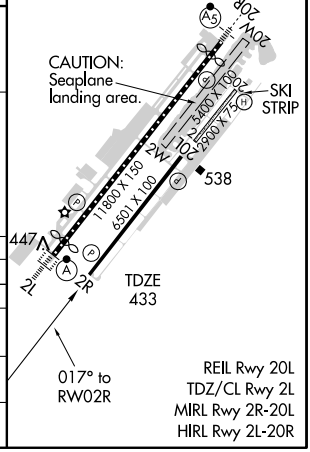
MISSED APPROACH: Climb to 4900 direct FALUX and hold, continue climb-in hold to 4900.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 743-1 310 (400-1) | | | |
| LNAV/VNAV DA | 937-1¾ 504 (500-1¾) | | | |
| LNAV MDA | 860-1 427 (500-1) | | 860-1¼ 427 (500-1¼) | 860-1½ 427 (500-1½) |
| CIRCLING | 860-1 421 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) |




AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 20L

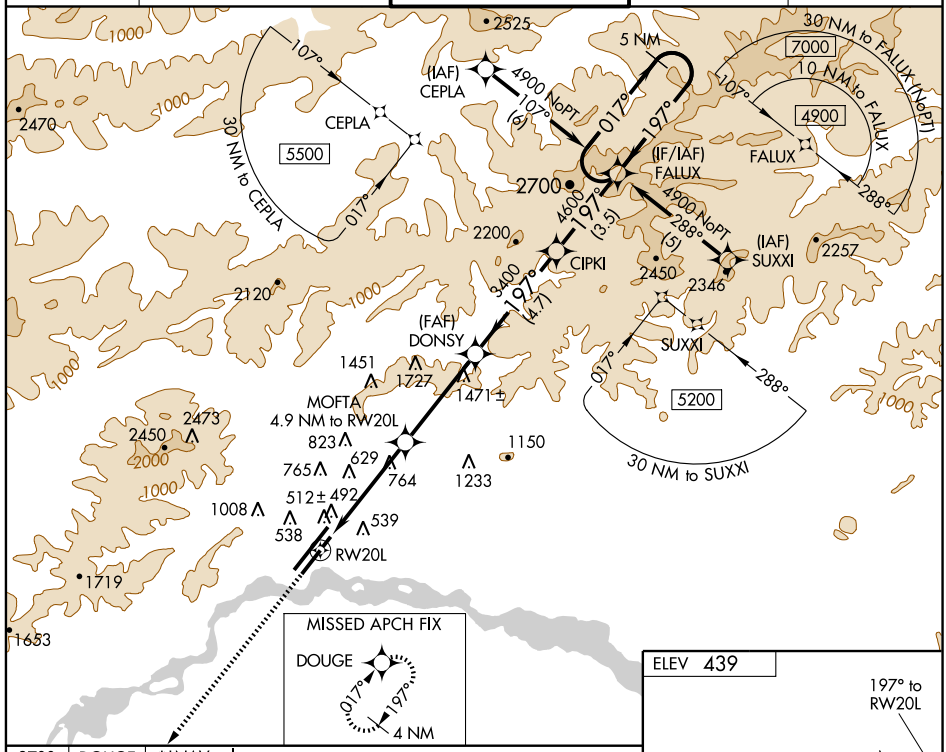
## FAIRBANKS INTL (FAI) (PAFA)

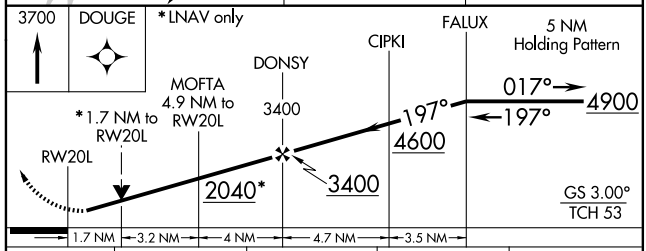
| WAAS | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| CH 93812 | 197° | TDZE | 434 |
| W20A | | Apt Elev | 439 |

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

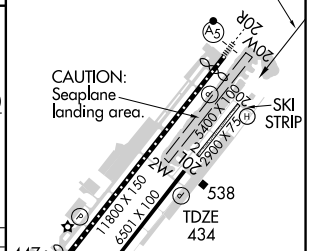
MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 684-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 813-1¼ 379 (400-1¼) | | | |
| LNAV MDA | 1020-1 586 (600-1) | | 1020-1½ 586 (600-1½) | 1020-1¾ 586 (600-1¾) |
| CIRCLING | 1020-1 581 (600-1) | | 1020-1½ 581 (600-1½) | 1020-2 581 (600-2) |




REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg 11050 |
|---|---|---|
| CH 99315 | 197° | TDZE 439 |
| W20B | | Apt Elev 439 |

# RNAV (GPS) RWY 20R

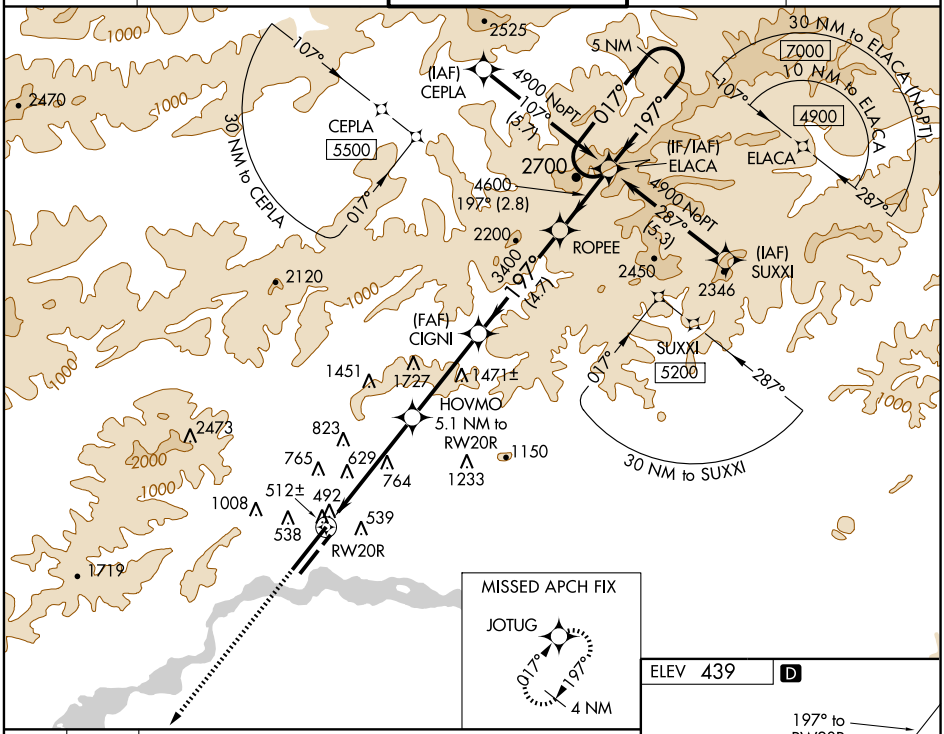
FAIRBANKS INTL (FAI) (PAFA)

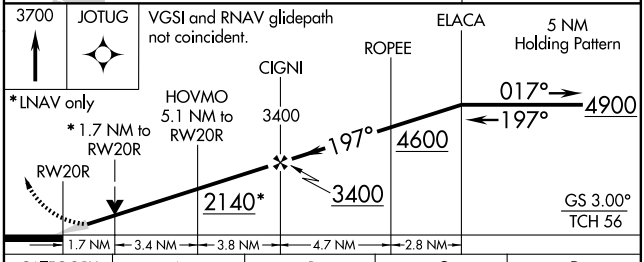
Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

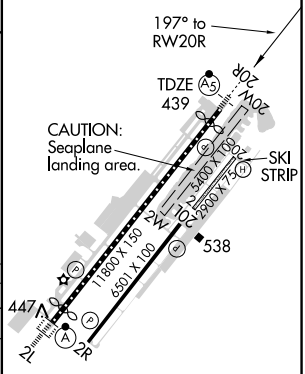
MALSR

MISSED APPROACH: Climb to 3700 direct JOTUG and hold.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 639/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1148-2 709 (800-2) | | | |
| LNAV MDA | 1020/24 581 (600-½) | | 1020/50 581 (600-1) | 1020/60 581 (600-1¼) |
| CIRCLING | 1020-1 581 (600-1) | | 1020-1½ 581 (600-1½) | 1020-2 581 (600-2) |

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 08 APR 2010 to 03 JUN 2010

| VORTAC FAI 108.6 Chan 23 | APP CRS 227° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|---|---|

# VOR or TACAN RWY 20R

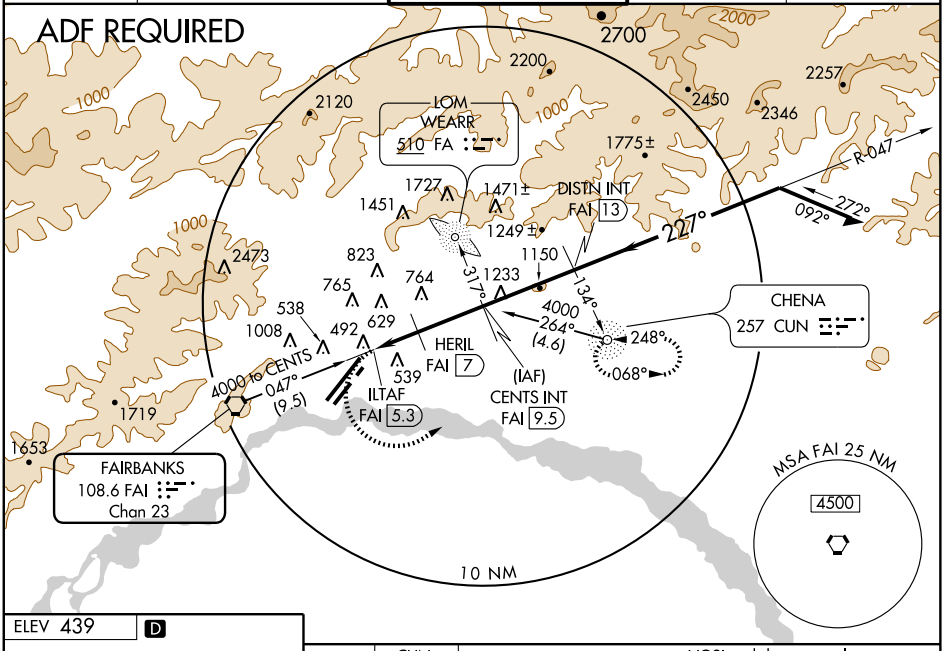
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R.
Inoperative table does not apply to S-20R Cats B, C, D, and E. For inoperative MALSR, increase S-20R Cat A visibility to RVR 5000. Inoperative table does not apply to HERIL fix minimums S-20R Cats C, D, and E; for inoperative MALSR, increase S-20R Cat A, and B visibility to RVR 5000.

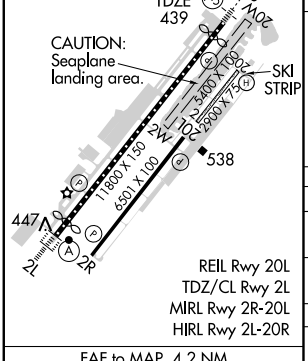
MALSR (A5)

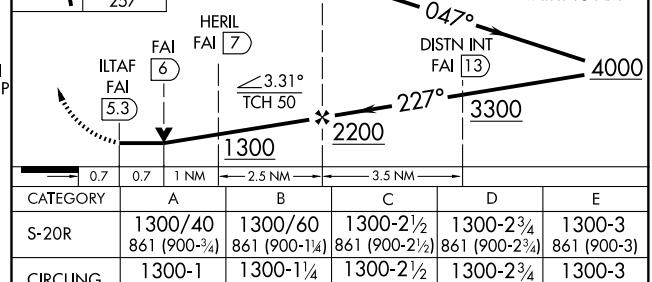
MISSED APPROACH: Climbing left turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

| ATIS | FAIRBANKS APP CON ★ | FAIRBANKS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |




ELEV 439 D




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-20R | 1300/40 861 (900-¾) | 1300/60 861 (900-1¼) | 1300-2½ 861 (900-2½) | 1300-2¾ 861 (900-2¾) | 1300-3 861 (900-3) |
| CIRCLING | 1300-1 861 (900-1) | 1300-1¼ 861 (900-1¼) | 1300-2½ 861 (900-2½) | 1300-2¾ 861 (900-2¾) | 1300-3 861 (900-3) |
| HERIL FIX MINIMUMS | | | | | |
| S-20R | 940/40 501 (600-¾) | | 940-1½ 501 (600-1½) | | 940-1¾ 501 (600-1¾) |
| CIRCLING | 940-1 501 (600-1) | | 940-1½ 501 (600-1½) | 1000-2 561 (600-2) | 1080-2¼ 641 (700-2¼) |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

AK. 08 APR 2010 to 03 JUN 2010

# HI-VOR/DME or TACAN RWY 25

| VORTAC FAI | APCH CRS | Rwy ldg | 8570 |
|---|---|---|---|
| 108.6 | 237° | TDZE | 454 |
| Chan 23 | | Arpt Elev | 454 |

JAL-1219 [USA]

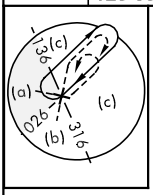
LADD AAF (PAFB)

▼ * When ALS inop, increase visibilities ½ mile.
** Circling Not Authorized North of Rwy 7-25.

ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 8000 via heading 170° and FAI R-092 to FAXOV/23 DME then Arc Northbound to JAVAH/23 DME and hold.

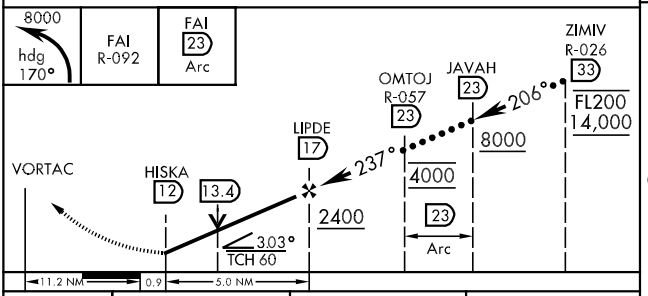
| ATIS ★ | FAIRBANKS APP CON | LADD TOWER ★ | GND CON | BASE OPS | ASR/PAR | ASOS |
|---|---|---|---|---|---|---|
| 134.25 | 126.5 381.4 (360°- 179°)<br>125.35 363.2 (180°- 359°) | 125.0 (CTAF) L 241.0 | 121.7 261.3 | 118.9 | | 119.025 |



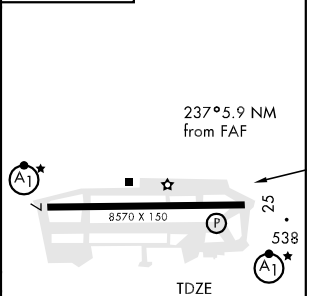




EMERG SAFE ALT 100 NM FROM VORTAC 15,100




ELEV 454




| CATEGORY | C | D | E |
|---|---|---|---|
| S-25 * | 1240-1¾<br>786 (800-1¾) | 1240-2<br>786 (800-2) | 1240-2¼<br>786 (800-2¼) |
| CIRCLING ** | 1240-2¼<br>786 (800-2¼) | 1240-2½<br>786 (800-2½) | 1240-2¾<br>786 (800-2¾) |

HIRL Rwy 7-25 L

★ ALS non-standard



AK, 08 APR 2010 to 03 JUN 2010

# NDB-A

| NDB CUN 257 | APCH CRS 248° | Rwy ldg 8570 TDZE 454 Arpt Elev 454 |
|---|---|---|

AL-1219 [USA]

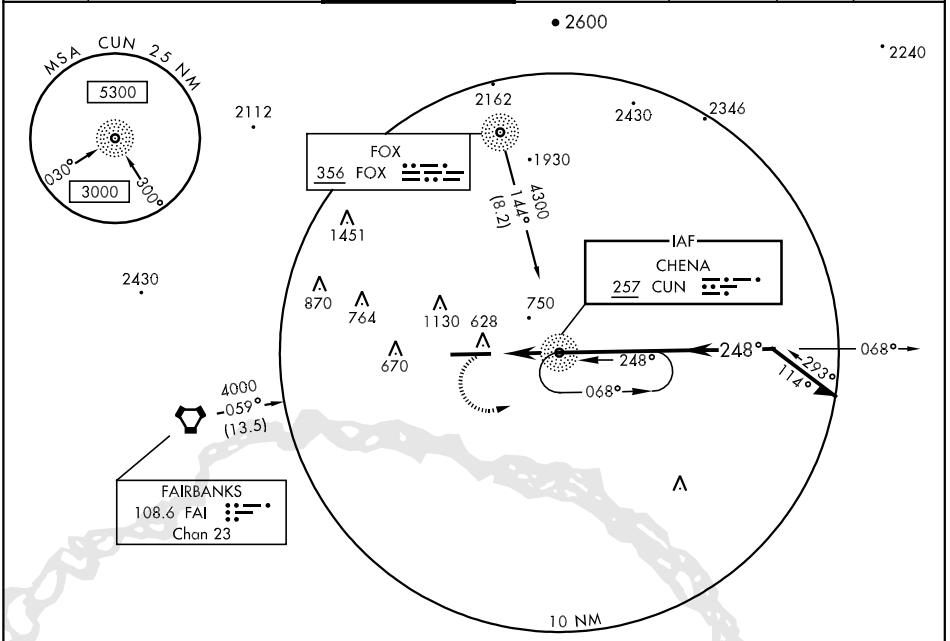
LADD AAF (PAFB)

▼ * Circling not authorized N of Rwy 7-25.
▲ NA

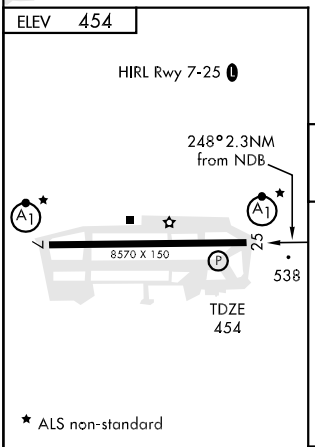
ALSF-1 (A1)

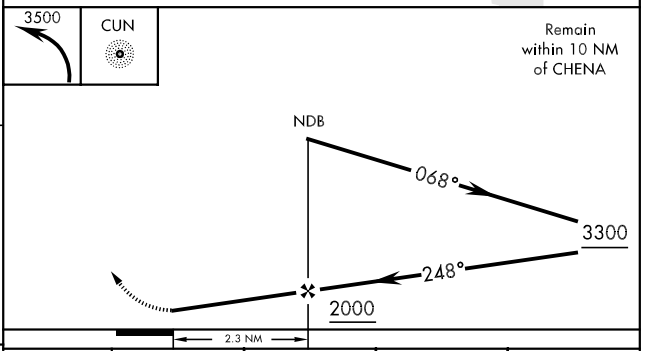
MISSED APPROACH: Climbing left turn to 3500 direct to CUN NDB and hold, continue climb in hold to 3500.

| ATIS ★ | FAIRBANKS APP CON | LADD TOWER ★ | GND CON | BASE OPS | ASR/PAR | ASOS |
|---|---|---|---|---|---|---|
| 134.25 | 126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°) | 125.0 (CTAF) L 241.0 | 121.7 261.3 | 118.9 | | 119.025 |






| FAF to MAP 2.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1220-1 766 (800-1) | 1220-1¼ 766 (800-1¼) | 1220-2¼ 766 (800-2¼) | 1220-2½ 766 (800-2½) |

# RNAV (GPS) RWY 25

| APCH CRS | Rwy ldg | 8570 |
|---|---|---|
| 248° | TDZE | 454 |
| | Arpt Elev | 454 |

AL-1219 [USA]

LADD AAF (PAFB)

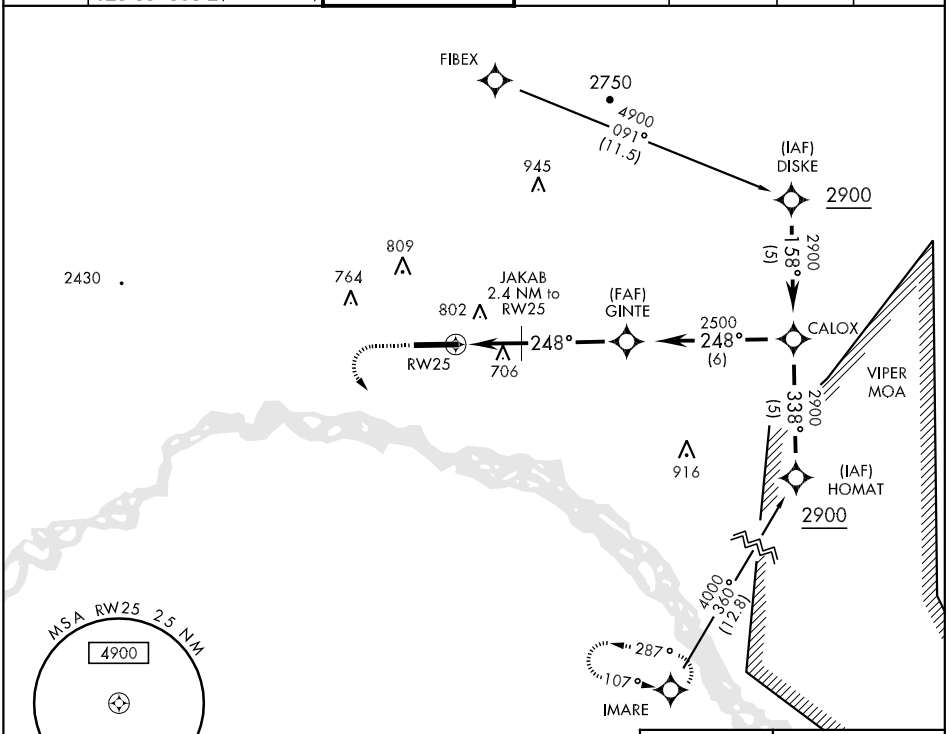
*Circling not authorized N of Rwy 7-25.

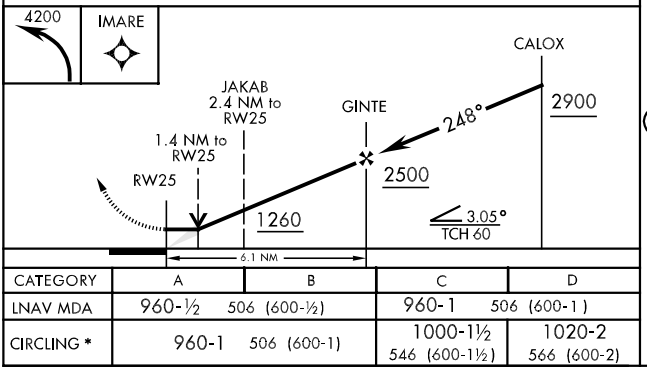
DME/DME RNP-0.3 not authorized.

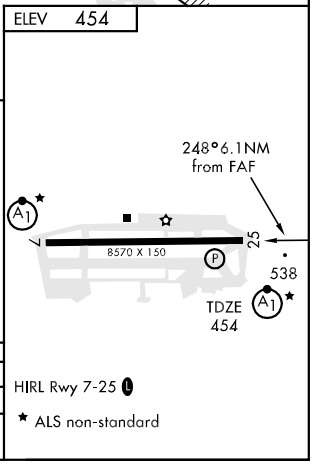
ALSF-1

MISSED APPROACH: Climbing left turn to 4200 direct IMARE and hold.

| ATIS ★ | FAIRBANKS APP CON | LADD TOWER ★ | GND CON | BASE OPS | ASR/PAR | ASOS |
|---|---|---|---|---|---|---|
| 134.25 | 126.5 381.4 (360°- 179°)<br>125.35 363.2 (180°- 359°) | 125.0 (CTAF) 241.0 | 121.7 261.3 | 118.9 | | 119.025 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-½ 506 (600-½) | | 960-1 506 (600-1) | |
| CIRCLING * | 960-1 506 (600-1) | | 1000-1½ 546 (600-1½) | 1020-2 566 (600-2) |

HIRL Rwy 7-25

★ ALS non-standard



AK, 08 APR 2010 to 03 JUN 2010

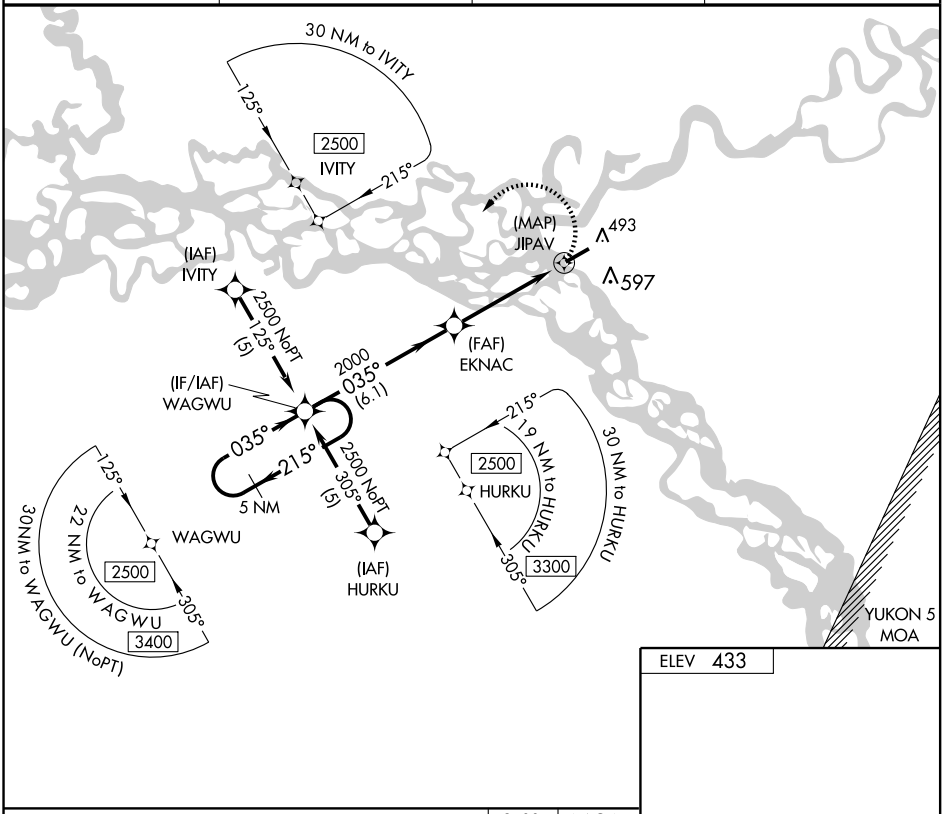
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 035° | TDZE | 433 |
| | Apt Elev | 433 |

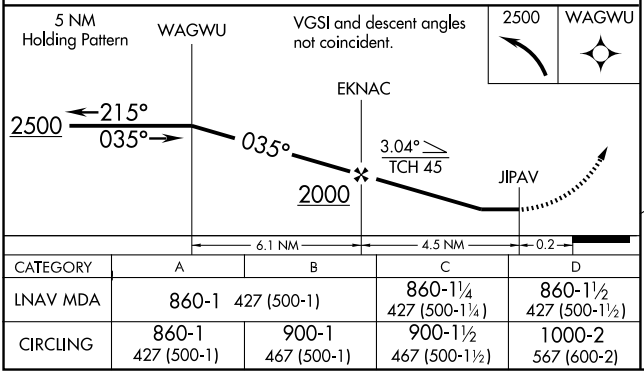
# RNAV (GPS) RWY 4
## FORT YUKON (FYU) (PFYU)

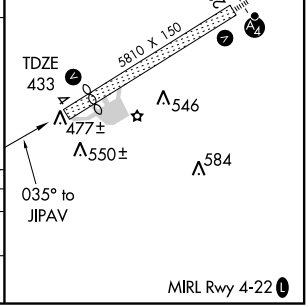
Circling NA south of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct WAGWU and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.8 | 135.0 225.4 | 122.1 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 427 (500-1) | | 860-1¼ 427 (500-1¼) | 860-1½ 427 (500-1½) |
| CIRCLING | 860-1 427 (500-1) | 900-1 467 (500-1) | 900-1½ 467 (500-1½) | 1000-2 567 (600-2) |

MIRL Rwy 4-22 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5810 |
|---|---|---|
| 215° | TDZE | 433 |
| | Apt Elev | 433 |

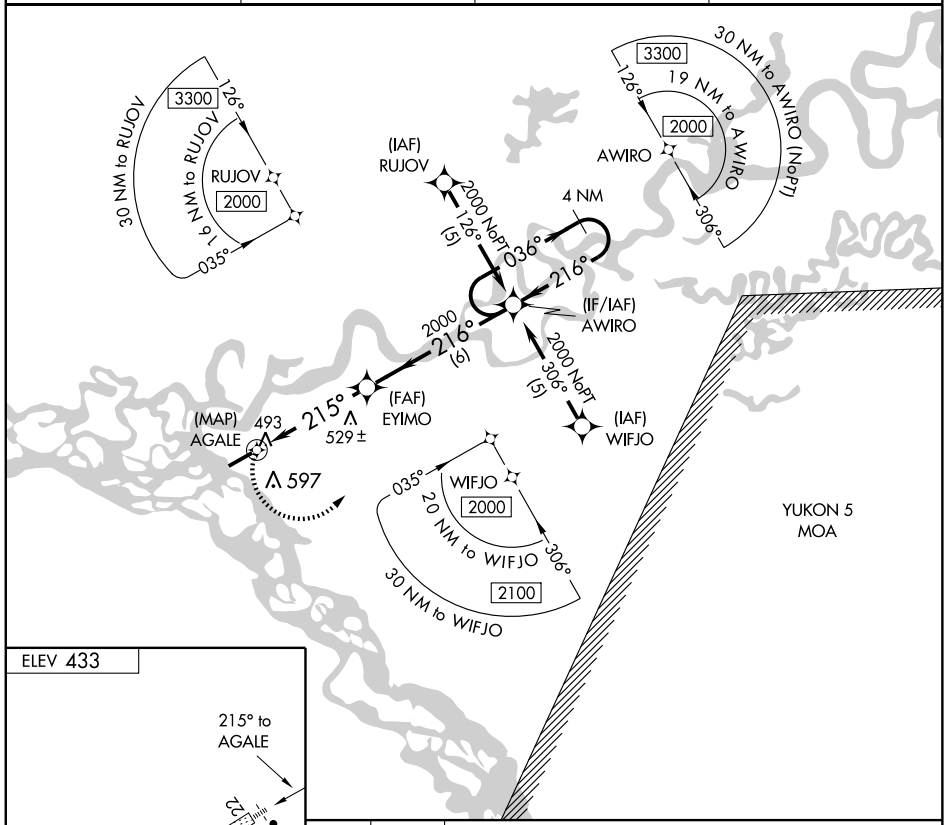
# RNAV (GPS) RWY 22
## FORT YUKON (FYU) (PFYU)

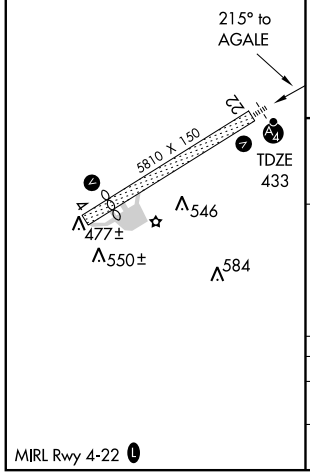
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.

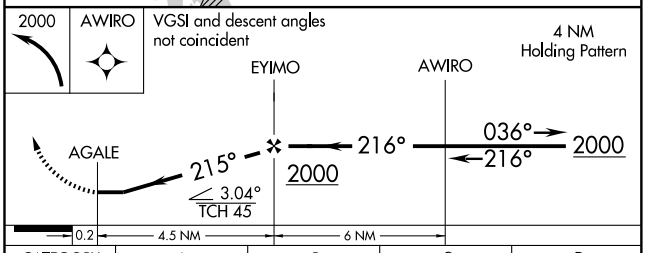
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct AWIRO and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.8 | 135.0 225.4 | 122.1 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 407 (500-1) | | 840-1¼ 407 (500-1¼) | |
| CIRCLING | 860-1 427 (500-1) | 900-1 467 (500-1) | 900-1½ 467 (500-1½) | 1000-2 567 (600-2) |

MIRL Rwy 4-22 L

AK. 08 APR 2010 to 03 JUN 2010

| VORTAC FYU | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.4 | 009° | TDZE | N/A |
| Chan 91 | | Apt Elev | 433 |

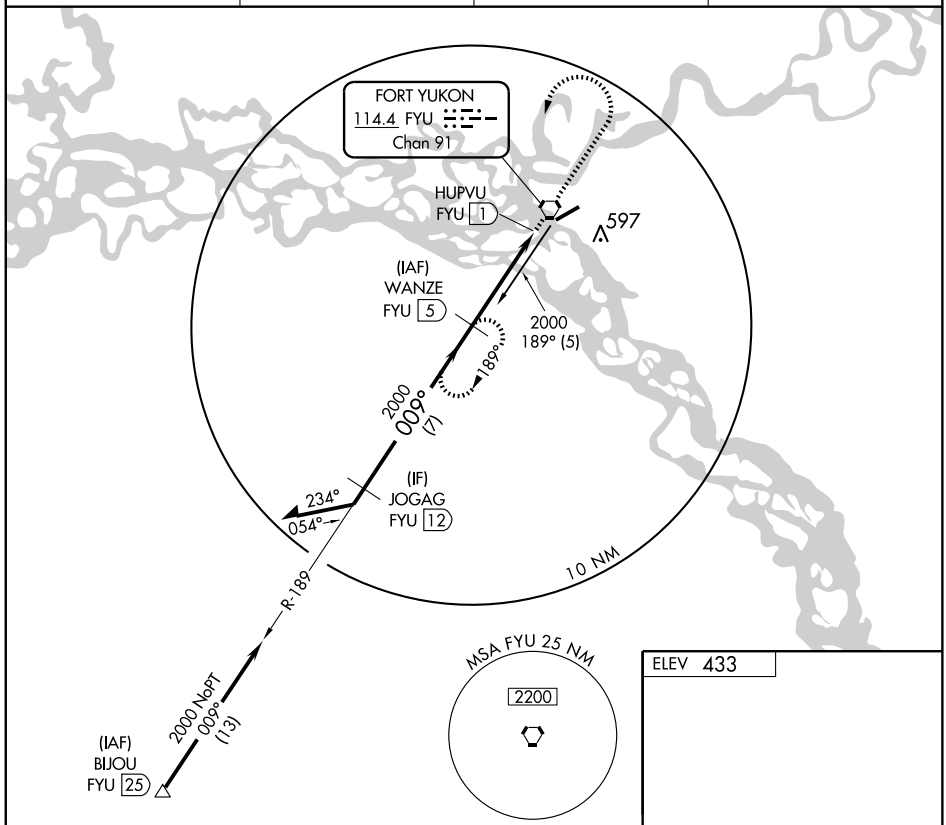
# VOR/DME or TACAN-A

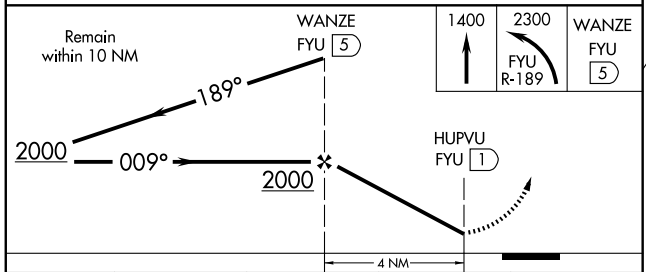
## FORT YUKON (FYU) (PFYU)

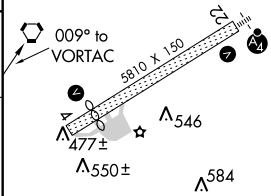
Circling NA south of Rwy 4-22.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2300 via FYU VORTAC R-189 to WANZE/5 DME and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.8 | 135.0 225.4 | 122.1 | 122.5 L |




ELEV 433

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1¼ 427 (500-1¼) | 900-1¼ 467 (500-1¼) | 900-1½ 467 (500-1½) | 1000-2 567 (600-2) |

MIRL Rwy 4-22 L

AK, 08 APR 2010 to 03 JUN 2010

| VORTAC FYU | APP CRS | Rwy Idg | 5810 |
|---|---|---|---|
| 114.4 | 231° | TDZE | 433 |
| Chan 91 | | Apt Elev | 433 |

# VOR/DME or TACAN RWY 22

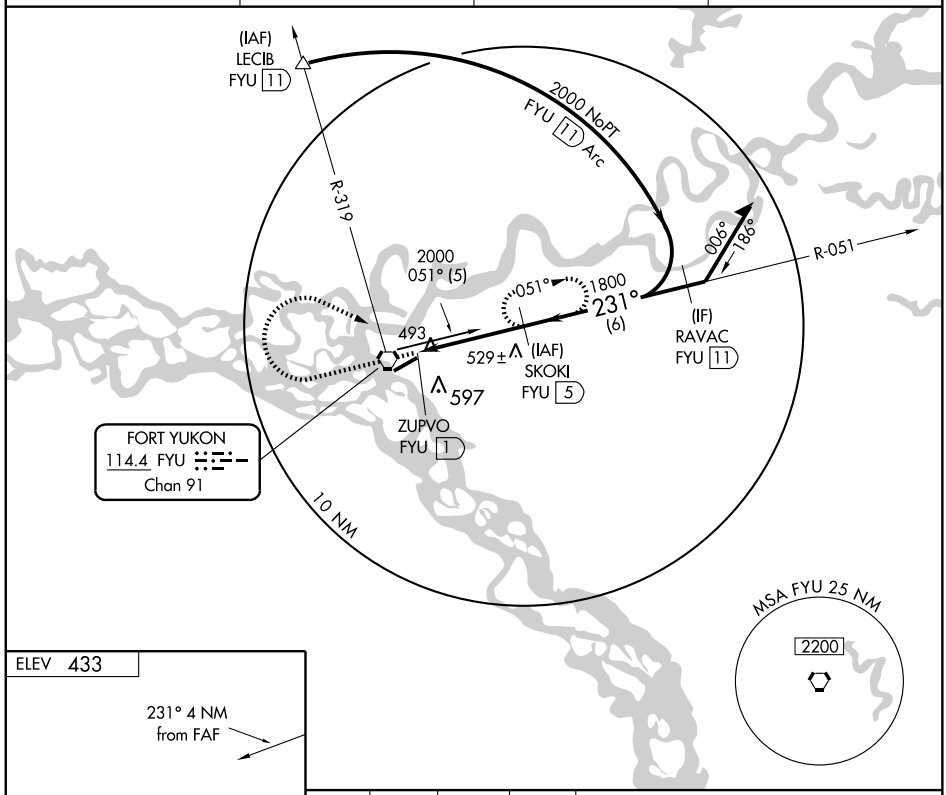
FORT YUKON (FYU) (PFYU)

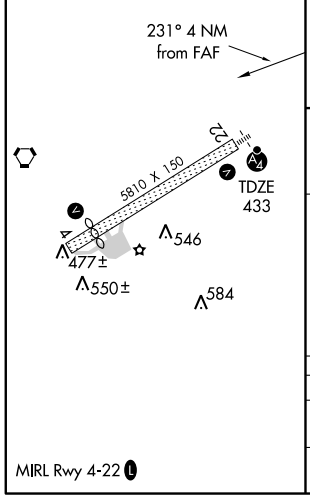
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA.

MALSF

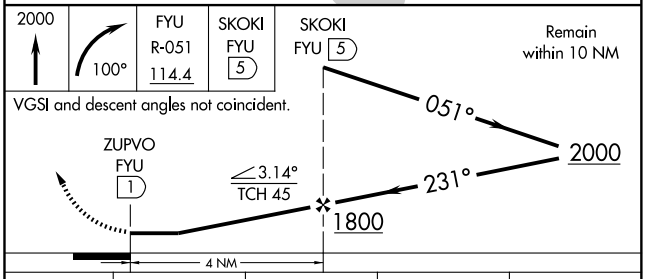
MISSED APPROACH: Climb to 2000 then right turn via heading 100° and FYU VORTAC R-051 to SKOKI/5 DME and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.8 | 135.0 225.4 | 122.1 | 122.5 L |



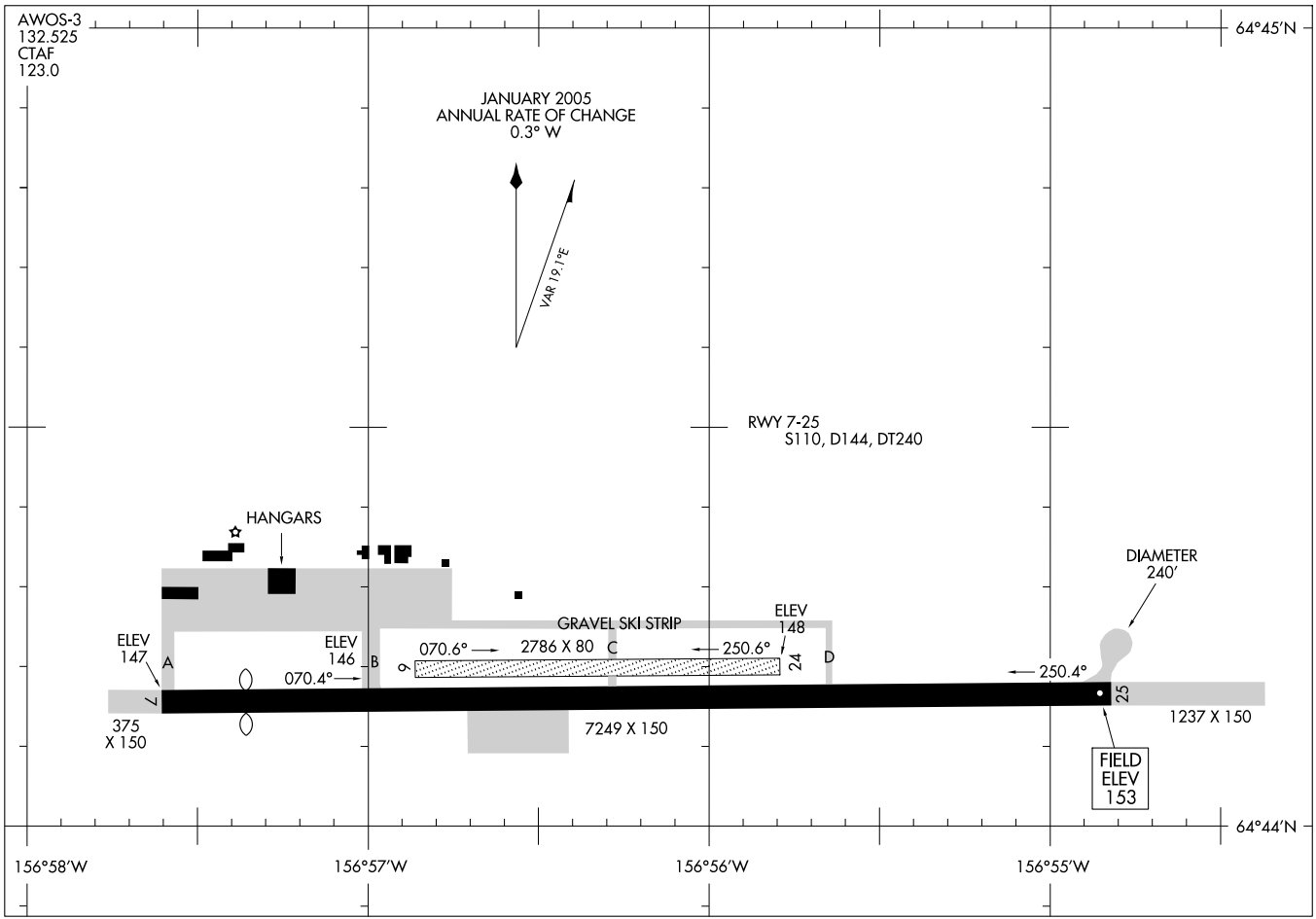




MIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 800-1 367 (400-1) | | | 800-1¼ 367 (400-1¼) |
| CIRCLING | 860-1 427 (500-1) | 900-1 467 (500-1) | 900-1½ 467 (500-1½) | 1000-2 567 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010




# AIRPORT DIAGRAM

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

AL-1229 (FAA)

GALENA, ALASKA

# HI-VOR/DME or TACAN RWY 7

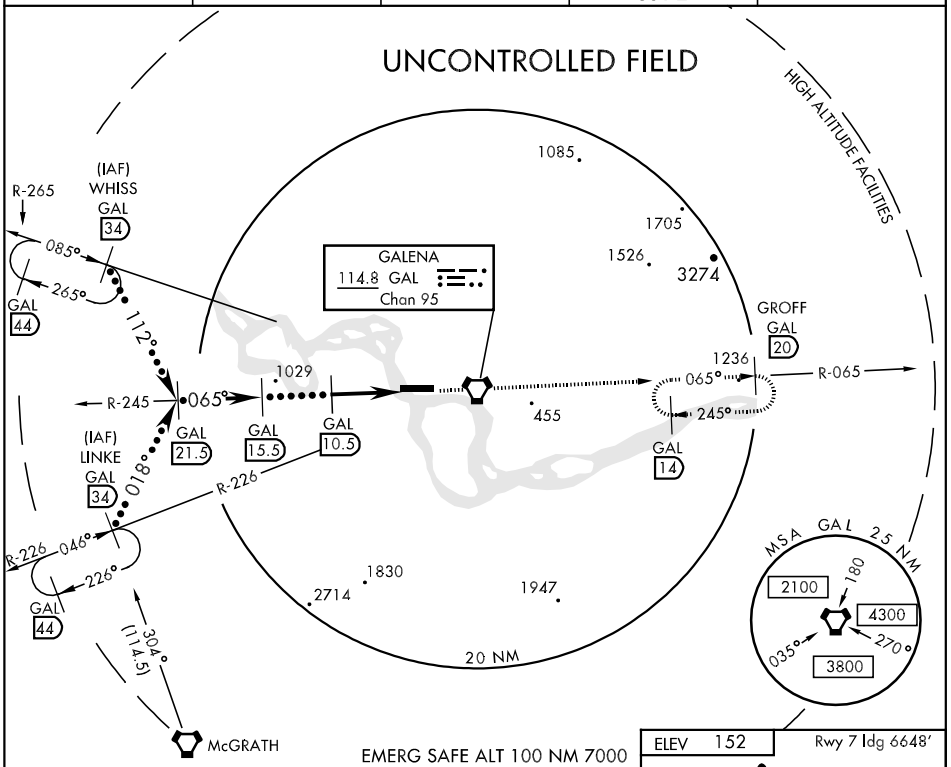
| VORTAC GAL 114.8 Chan 95 | APCH CRS 065° | Rwy ldg 7200 TDZE 149 Arpt Elev 152 |
|---|---|---|

JAL-1229 [USAF] GALENA/EDWARD G. PITKA SR (PAGA)

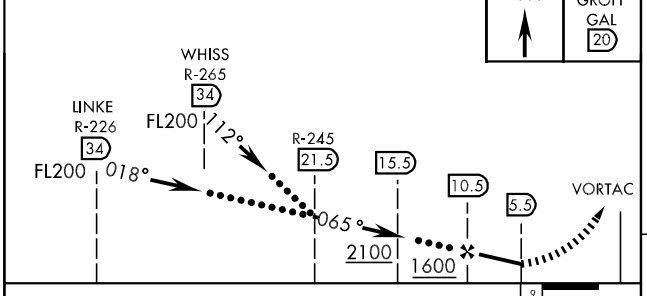
CAUTION: Numerous opposite direction operations.

MISSED APPROACH: Climb to 4000 direct to GROFF 20 DME and hold.

| ANCHORAGE CENTER | CTAF ★ | FAIRBANKS RADIO | MILITARY CONTACT | AWOS-3 |
|---|---|---|---|---|
| 127.0 290.2 | 123.0 352.05 | 122.2 | "GALENA OPERATIONS" 391.2 | 132.525 |



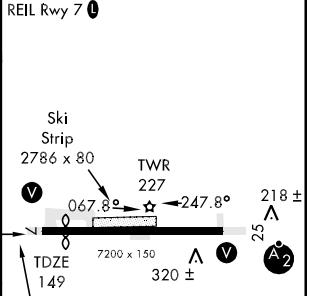

EMERG SAFE ALT 100 NM 7000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-7 | 440-1 | 291 (300-1) | |
| CIRCLING | 620-1½ 468 (500-1½) | 720-2 568 (600-2) | |

ELEV 152 Rwy 7 ldg 6648'

HIRL Rwy 7-25 ●
REIL Rwy 7 ●






AK, 08 APR 2010 to 03 JUN 2010

# HI-VOR/DME or TACAN RWY 25

| VORTAC GAL | APCH CRS | Rwy ldg | 7200 |
|---|---|---|---|
| 114.8 | 245° | TDZE | 152 |
| Chan 95 | | Arpt Elev | 152 |

JAL-1229 [USAF] GALENA/EDWARD G. PITKA SR (PAGA)

Cat D and E S-25 visibility increased to 1¼ miles for inoperative ALSF-1.
CAUTION: Numerous opposite direction operations.

SALS A2

MISSED APPROACH: At 3.5 DME, climb to 3000 via GAL R-245 to DOWDI 20 DME and hold.

| ANCHORAGE CENTER | CTAF | FAIRBANKS RADIO | MILITARY CONTACT "GALENA OPERATIONS" | AWOS-3 |
|---|---|---|---|---|
| 127.0 290.2 | 123.0 352.05 | 122.2 | 391.2 | 132.525 |

UNCONTROLLED FIELD

HIGH ALTITUDE FACILITIES

RUBBY GAL 40

BETTLES GAL 37

1085 1705 1526 3274

R-030 R-040 040° 220° 190 (174) 201° 193° (164)

(IAF) DURRY GAL 27

GAL 40 GAL 14 GAL 7 GAL 13

065° 245° R-245 1029 1236 455

DOWDI GAL 20

GALENA 114.8 GAL Chan 95

R-065 248° (168) 291° R-090 090° 270°

(IAF) BELEW GAL 30

NENANA GAL 37

(IAF) NOGLE GAL 27 334° (161)

MSA GAL 25 NM 180° 270° 035° 2100 4300 3800

1830 2714 1947

20 NM

McGRATH

EMERG SAFE ALT 100 NM 7000

3000 GAL R-245 DOWDI GAL 20

DURRY R-040 27 BELEW R-065 30 FL200 FL200

R-065 13 7 201° 245° 291° FL200 NOGLE R-090 27

VORTAC 2.1 3.5 245° 2500 4300 1400

3.5 NM

ELEV 152 Rwy 7 ldg 6648'

HIRL Rwy 7-25 L

REIL Rwy 7 L

Ski Strip 2786 x 80

TWR 227 TDZE 152

067.8° 247.8° 218 ± 320 ± 7200 x 150 25

245° 3.5 NM from GAL VORTAC

| CATEGORY | C | D | E |
|---|---|---|---|
| S-25 | 560-1 408 (500-1) | | 560-1¼ 408 (500-1¼) |
| CIRCLING | 620-1½ 468 (500-1½) | 720-2 568 (600-2) | |



AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 6648 |
|---|---|---|---|
| CH 86907 | 072° | TDZE | 150 |
| W07A | | Apt Elev | 153 |

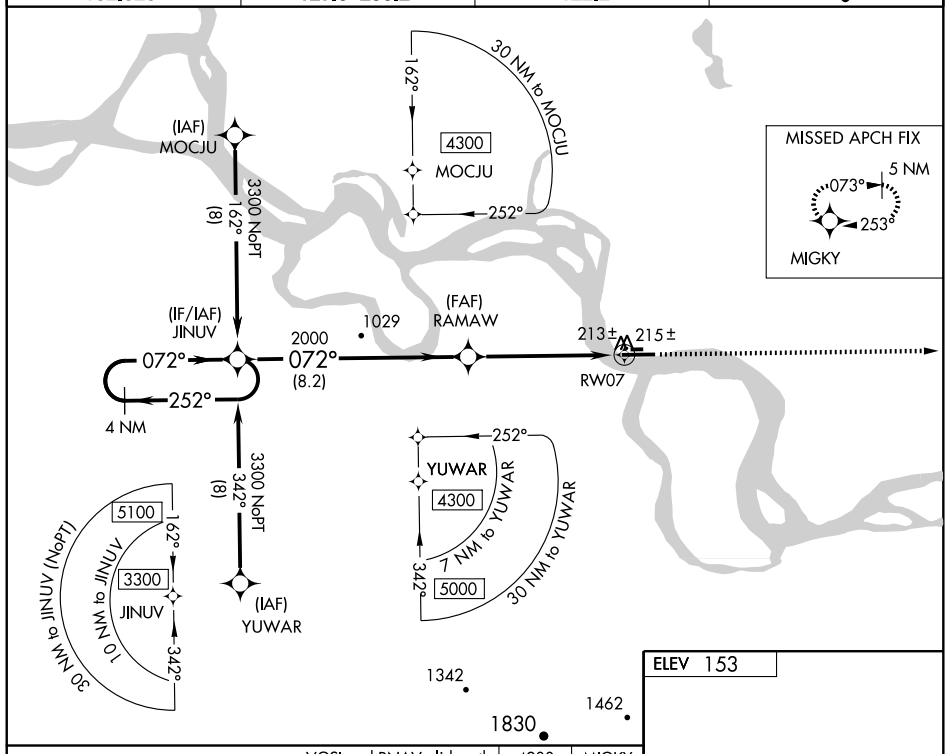
# RNAV (GPS) RWY 7

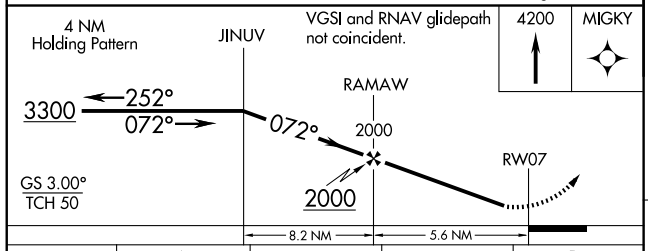
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

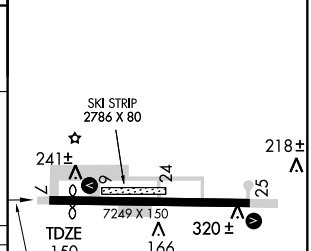
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting: increase LPV DA to 563 feet and visibility all Cats ½ mile; increase LNAV/VNAV DA to 633 feet and visibility all Cats ¾ mile; increase MDA 160 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 4200 direct MIGKY and hold, continue climb-in-hold to 4200.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.525 | 127.0 290.2 | 122.2 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 403-1 253 (300-1) | | | |
| LNAV/VNAV DA | 473-1 323 (400-1) | | | |
| LNAV MDA | 500-1 350 (400-1) | | | 500-1¼ 350 (400-1¼) |
| CIRCLING | 620-1 467 (500-1) | | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS CH 77707 W25A | APP CRS 253° | Rwy Idg 7249 TDZE 153 Apt Elev 153 |
|---|---|---|

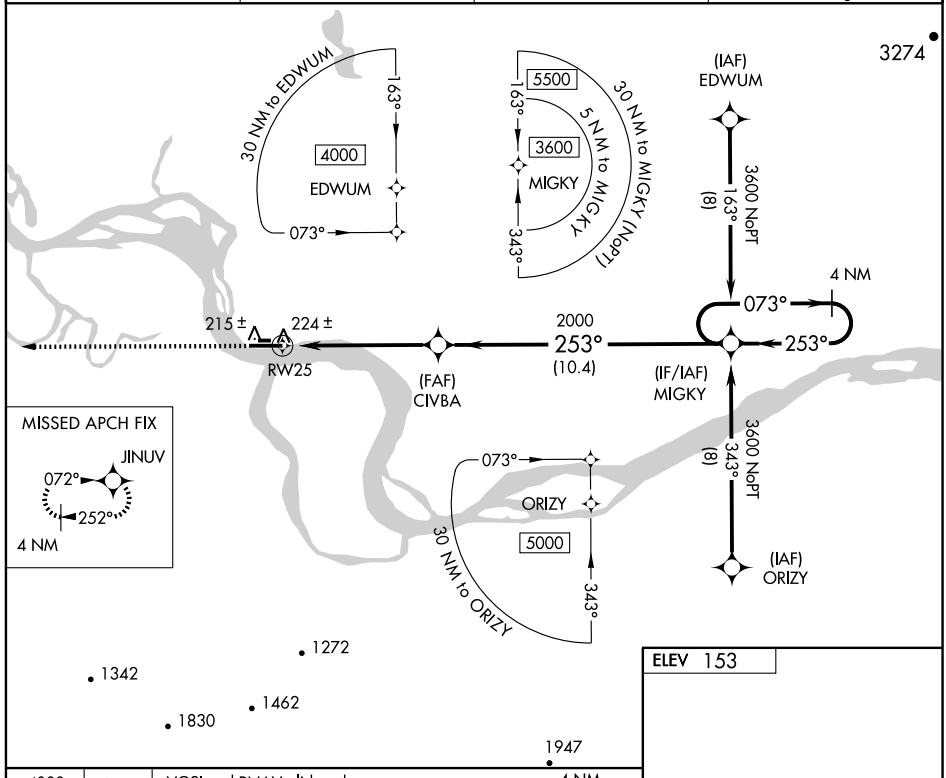
# RNAV (GPS) RWY 25

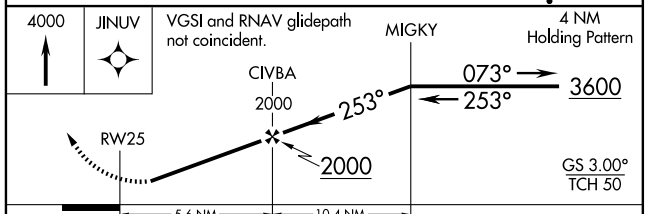
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

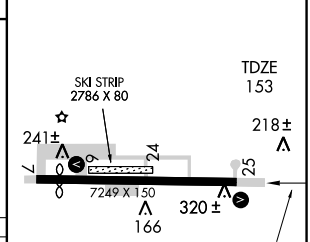
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase LPV DA to 582 feet and visibility all Cats ½ mile; increase LNAV/VNAV DA to 660 feet and visibility all Cats ½ mile; increase LNAV and Circling MDA 160 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct JINUV and hold, continue climb-in-hold to 4000.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.525 | 127.0 290.2 | 122.2 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 424-1 271 (300-1) | | | |
| LNAV/VNAV DA | 502-1¼ 349 (400-1¼) | | | |
| LNAV MDA | 580-1 427 (500-1) | | 580-1¼ 427 (500-1¼) | 580-1½ 427 (500-1½) |
| CIRCLING | 620-1 467 (500-1) | | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

| VORTAC GAL | APP CRS | Rwy Idg | 6648 |
|---|---|---|---|
| 114.8 | 071° | TDZE | 150 |
| Chan 95 | | Apt Elev | 153 |

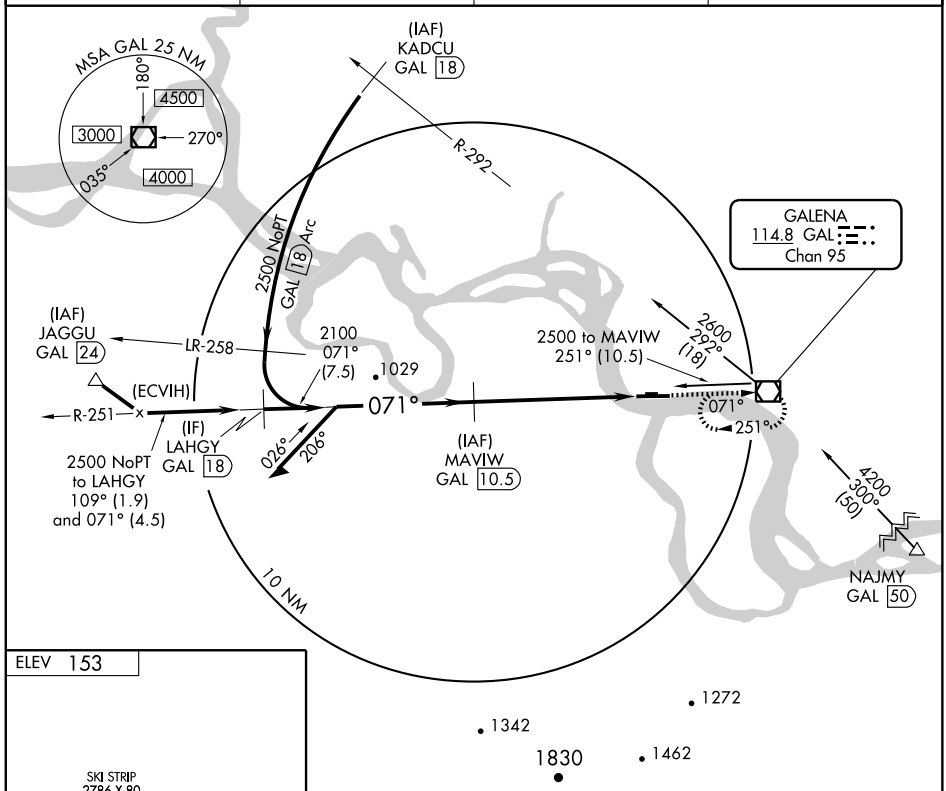
# VOR/DME RWY 7

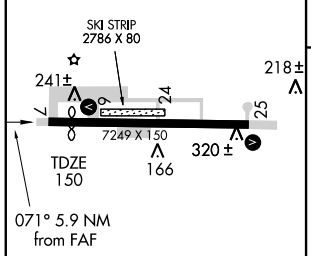
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

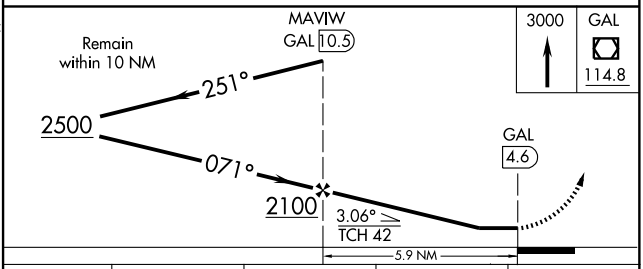
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ruby altimeter setting: increase MDA 160 feet and visibility Cat C and D ½ mile.

MISSED APPROACH: Climb to 3000 direct GAL VOR/DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.525 | 127.0 290.2 | 122.2 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 480-1 330 (400-1) | | | |
| CIRCLING | 620-1 467 (500-1) | | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

| VORTAC GAL | APP CRS | Rwy Idg | 7249 |
|---|---|---|---|
| 114.8 | 251° | TDZE | 153 |
| Chan 95 | | Apt Elev | 153 |

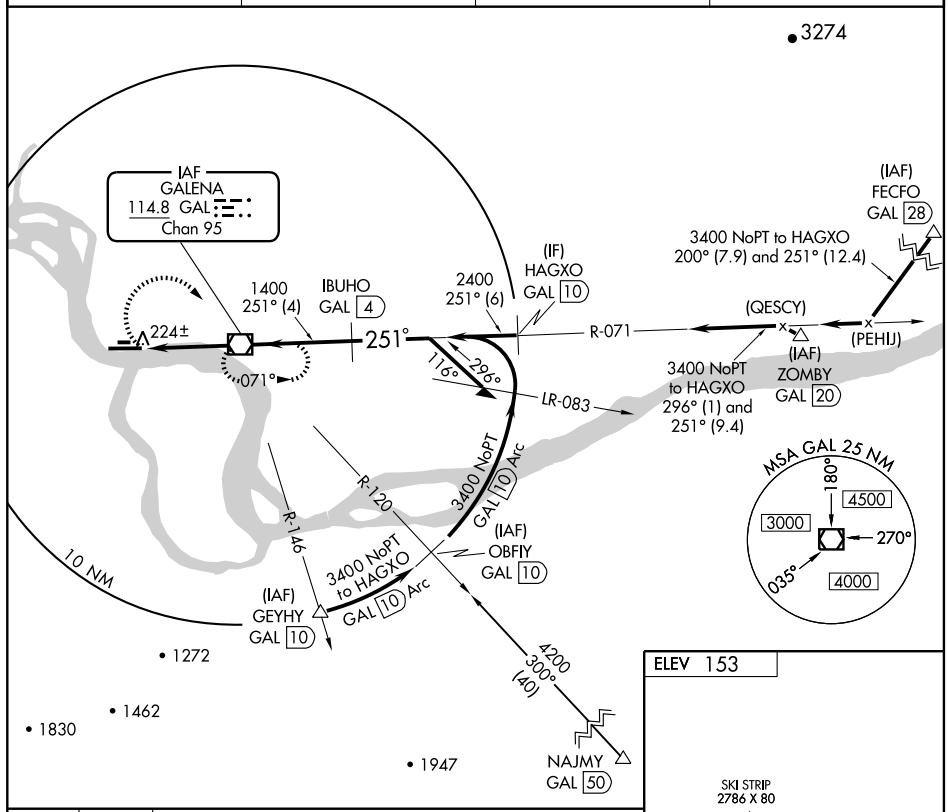
# VOR/DME RWY 25

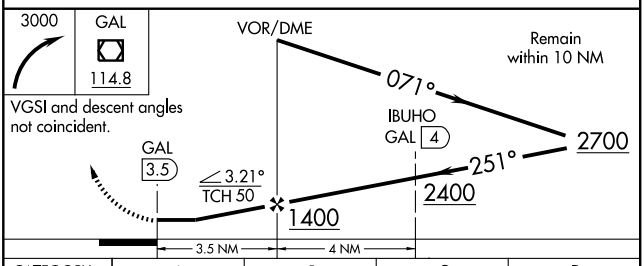
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

Visibility reduction by helicopters NA.
DME required.
When local altimeter setting not received, use Ruby altimeter setting and increase all MDA 160 feet and visibility Cat C and Cat D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GAL VOR/DME and hold, continue climb-in-hold to 3000.

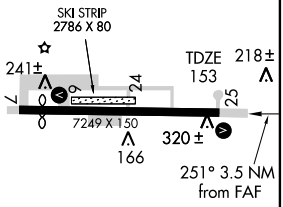
| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.525 | 127.0 290.2 | 122.2 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 560-1 407 (500-1) | | 560-1¼ 407 (500-1¼) | |
| CIRCLING | 620-1 467 (500-1) | | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |

ELEV 153




REIL Rwy 7 L
HIRL Rwy 7-25 L

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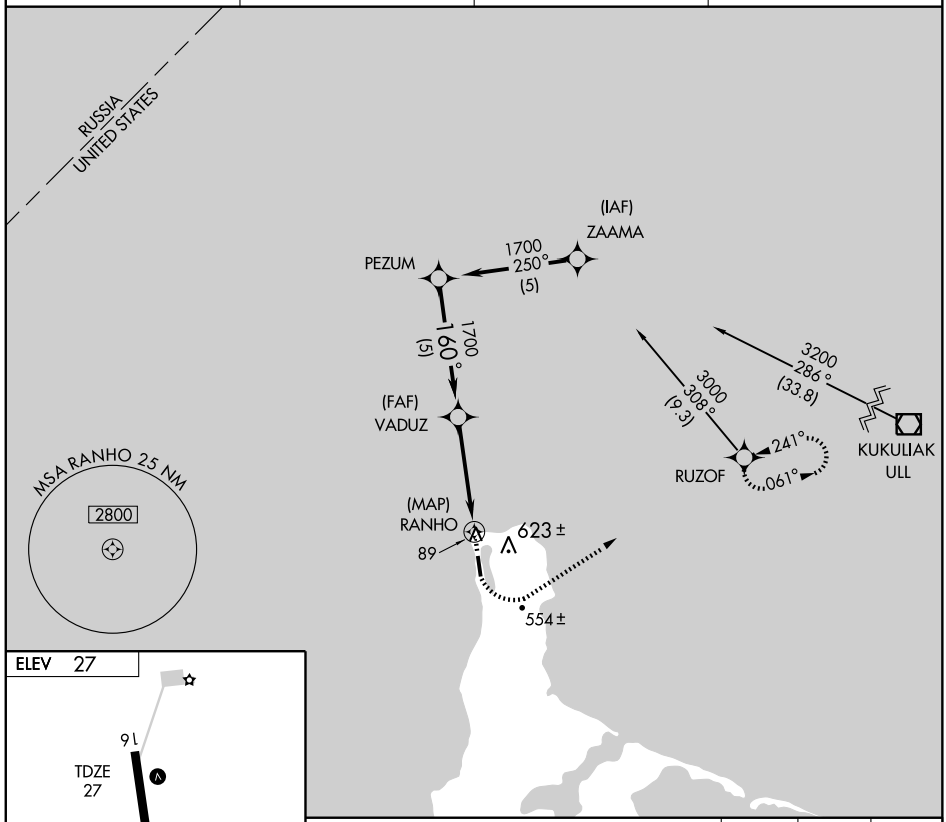
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 160° | TDZE | 27 |
| | Apt Elev | 27 |

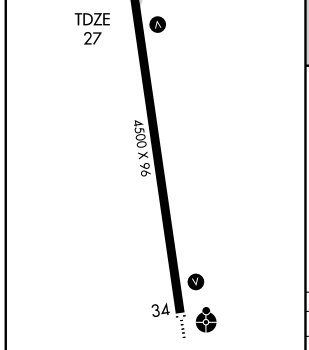
# GPS RWY 16
GAMBELL (GAM) (PAGM)

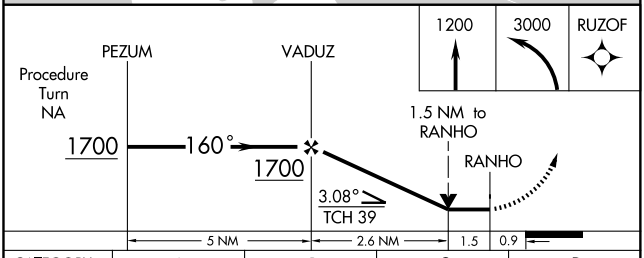
T
A NA — Circling not authorized northeast of Rwy 16-34.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct RUZOF WP and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 125.9 | 132.2 281.4 | 122.0 | 122.7 L ★ |



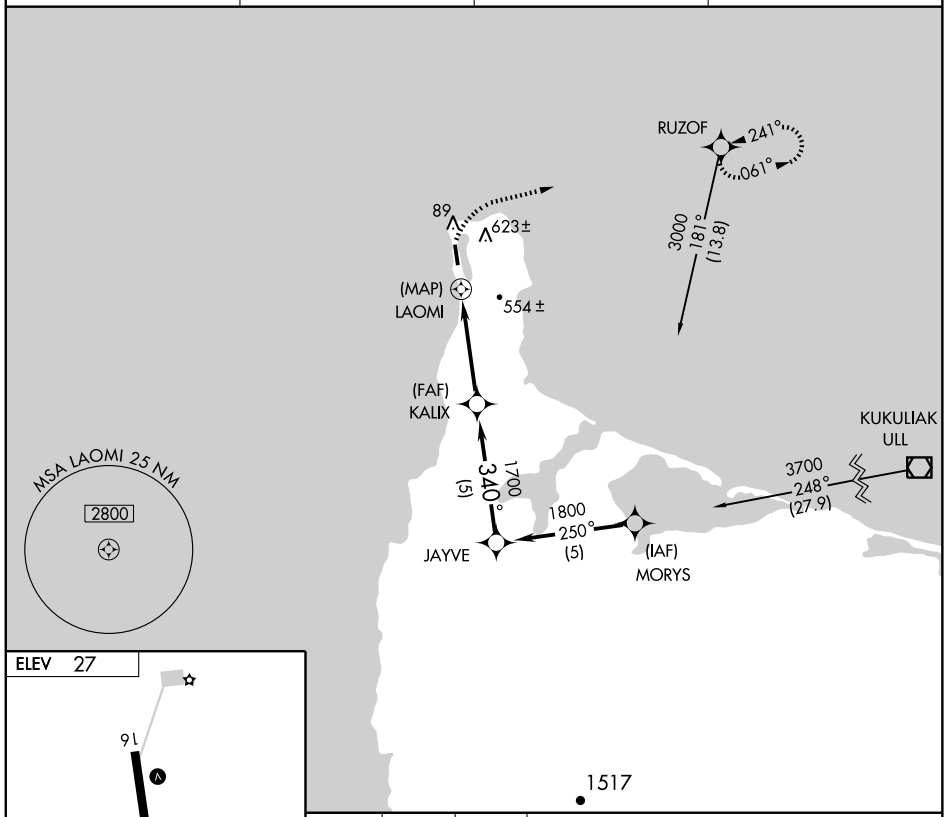

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 800-1<br>773 (800-1) | 800-1¼<br>773 (800-1¼) | 800-2¼<br>773 (800-2¼) | 800-2½<br>773 (800-2½) |
| CIRCLING | 800-1<br>773 (800-1) | 800-1¼<br>773 (800-1¼) | 800-2¼<br>773 (800-2¼) | 800-2½<br>773 (800-2½) |

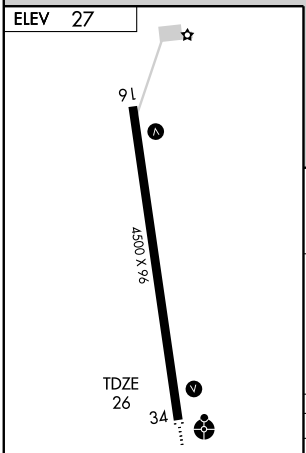
AK. 08 APR 2010 to 03 JUN 2010

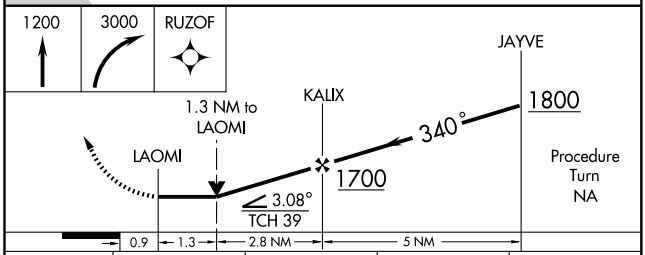
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 340° | TDZE | 26 |
| | Apt Elev | 27 |

# GPS RWY 34
## GAMBELL(GAM)(PAGM)

| | | | |
|---|---|---|---|
| T NA: Circling not authorized northeast of Rwy 16-34. | ODALS | MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct RUZOF WP and hold. | |
| AWOS-3 125.9 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.0 | CTAF 122.7 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 780-1<br>754 (800-1) | 780-1¼<br>754 (800-1¼) | 780-2¼<br>754 (800-2¼) | 780-2½<br>754 (800-2½) |
| CIRCLING | 780-1<br>753 (800-1) | 780-1¼<br>753 (800-1¼) | 780-2¼<br>753 (800-2¼) | 780-2½<br>753 (800-2½) |

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| NDB/DME GAM 369 Chan 92 (114.5) | APP CRS 341° | Rwy Idg 4500 TDZE 26 Apt Elev 27 |
|---|---|---|

# NDB/DME RWY 34

GAMBELL (GAM) (PAGM)

Circling NA northeast of Rwy 16-34.

ODALS

MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 125.9 | 132.2 281.4 | 122.0 | 122.7 L ★ |

CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.

GAMBELL
369 GAM
DME Chan 92 (114.5)

162°
342°
89
623±
554±
3000
161° (7)
GAM
2.5
3700
267°
(34.2)
KUKULIAK
117.3 ULL
Chan 120
(IAF)
GAM
7
341°
10 NM
206°
026°
161°
1517

MSA GAM 25 NM
1700
270°
2800
360°

ELEV 27
91
4500 X 96
TDZE
26
34

REIL Rwy 16
MIRL Rwy 16-34 L

3000
GAM
369
GAM
7
Remain within 10 NM
161°
2700
GAM
3.8
GAM
2.5
NDB/DME
3.03°
TCH 39
341°
1900
1.2
1.3
3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 860-1½ 834 (900-1½) | | 860-2½ 834 (900-2½) | 860-2¾ 834 (900-2¾) |
| CIRCLING | 860-1½ 833 (900-1½) | | 860-2½ 833 (900-2½) | 860-2¾ 833 (900-2¾) |

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| NDB/DME GAM 369 Chan 92 (114.5) | APP CRS 162° | Rwy Idg 4500 TDZE 27 Apt Elev 27 |
|---|---|---|

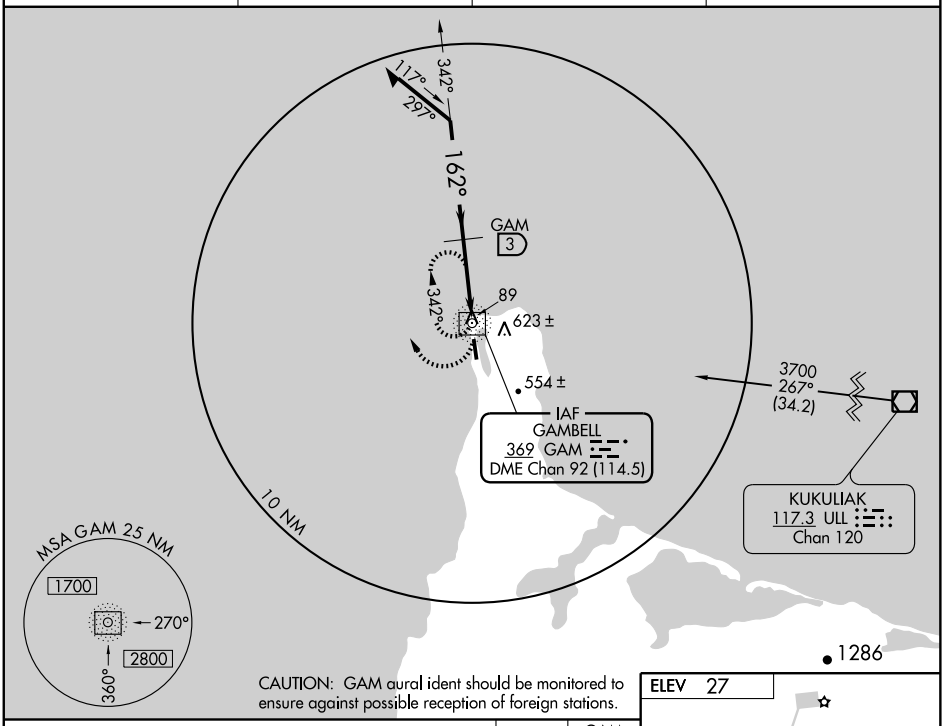
# NDB RWY 16

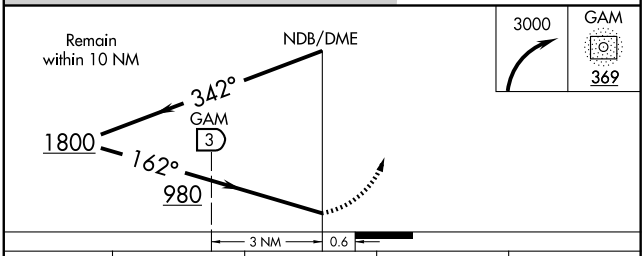
GAMBELL(GAM)(PAGM)

Circling NA northeast of Rwy 16-34.

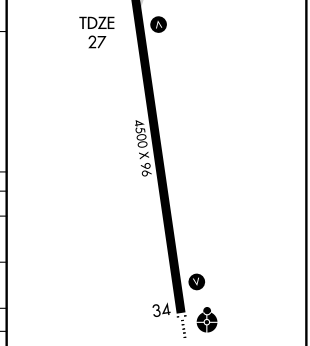
MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 125.9 | 132.2 281.4 | 122.0 | 122.7 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 980-1¼ 953 (1000-1¼) | 980-1½ 953 (1000-1½) | 980-3 953 (1000-3) | |
| CIRCLING | 980-1¼ 953 (1000-1¼) | 980-1½ 953 (1000-1½) | 980-3 953 (1000-3) | |
| DME MINIMUMS | | | | |
| S-16 | 920-1¼ 893 (900-1¼) | | 920-2¾ 893 (900-2¾) | 920-3 893 (900-3) |
| CIRCLING | 920-1¼ 893 (900-1¼) | | 920-2¾ 893 (900-2¾) | 920-3 893 (900-3) |

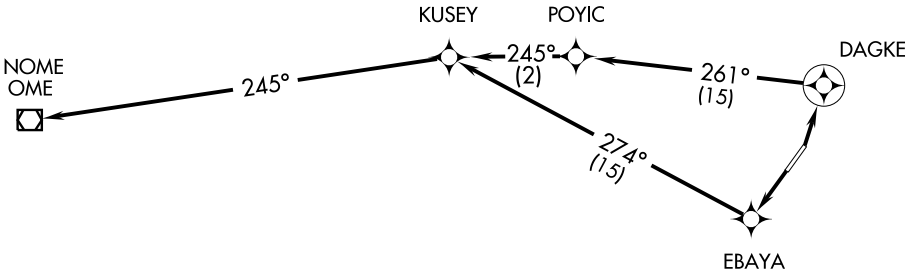



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# NOME ONE DEPARTURE (RNAV) (OBSTACLE)



AWOS-3
135.75
CTAF 122.9




NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 02: Standard with minimum climb of 260′ per NM to 1200.
Rwy 20: Standard.

TAKE-OFF OBSTACLE NOTES:
Rwy 02: Multiple trees beginning 100′ from departure end of runway, 454′ left of centerline, up to 30′ AGL/55′ MSL. Multiple trees beginning 1.8 NM from departure end of runway, 3200′ right of centerline, up to 30′ AGL/379′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RUNWAY 02: Climb direct DAGKE, then left turn via 261° track to POYIC, then via 245° track to KUSEY, thence . . . .
TAKE-OFF RUNWAY 20: Climb direct EBAYA, then via 274° track to KUSEY, thence . . . .

. . . . Proceed via 245° track to OME VORTAC, maintain 5000.

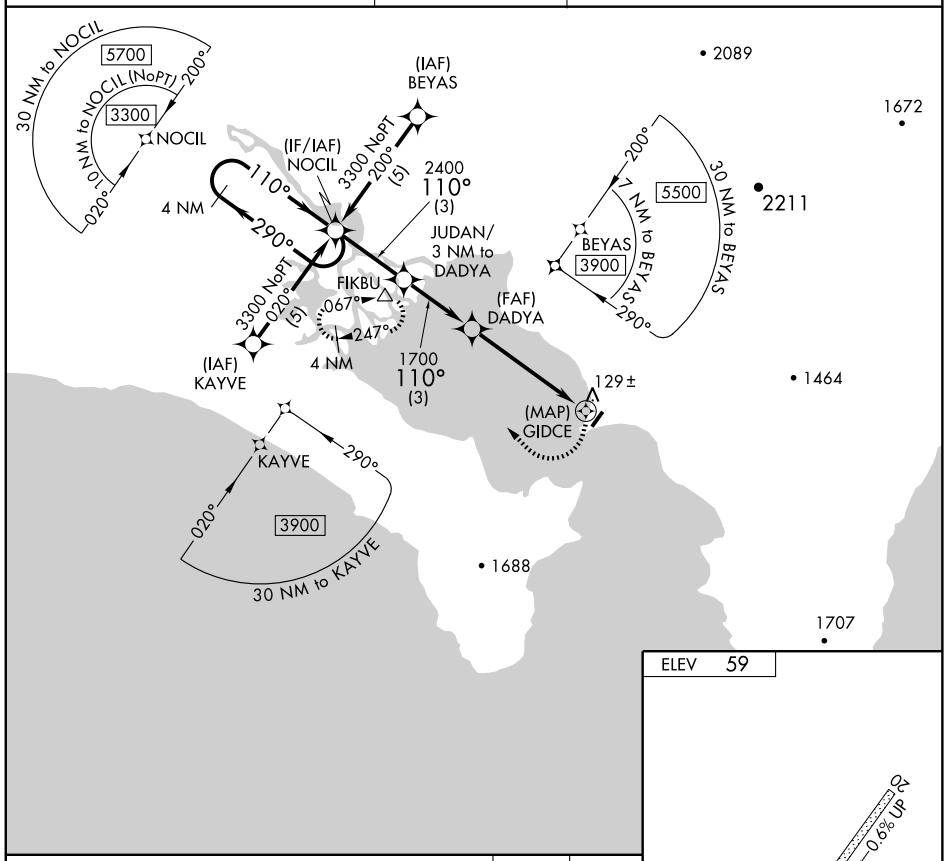
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 110° | TDZE | N/A |
| | Apt Elev | 59 |

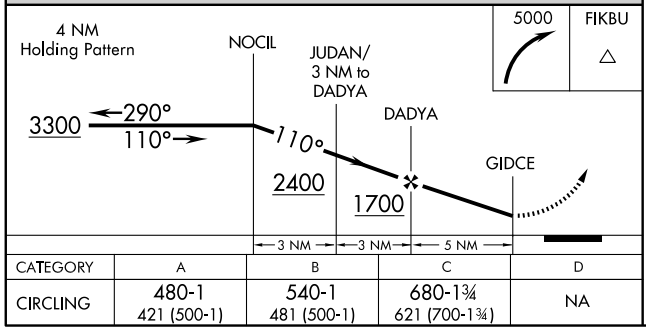
# RNAV (GPS)-A
## GOLOVIN (GLV) (PAGL)

DME/DME RNP-0.3 NA.

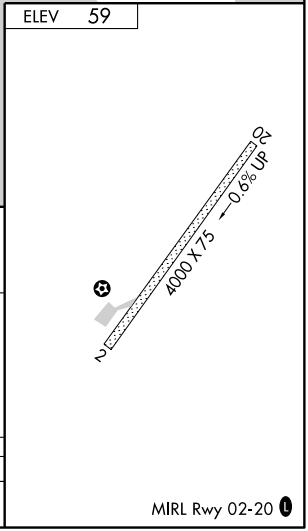
MISSED APPROACH: Climbing right turn to 5000 direct FIKBU and hold, continue climb-in-hold to 5000.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 133.3 290.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1<br>421 (500-1) | 540-1<br>481 (500-1) | 680-1¾<br>621 (700-1¾) | NA |




MIRL Rwy 02-20 L

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# RNAV (GPS) RWY 2

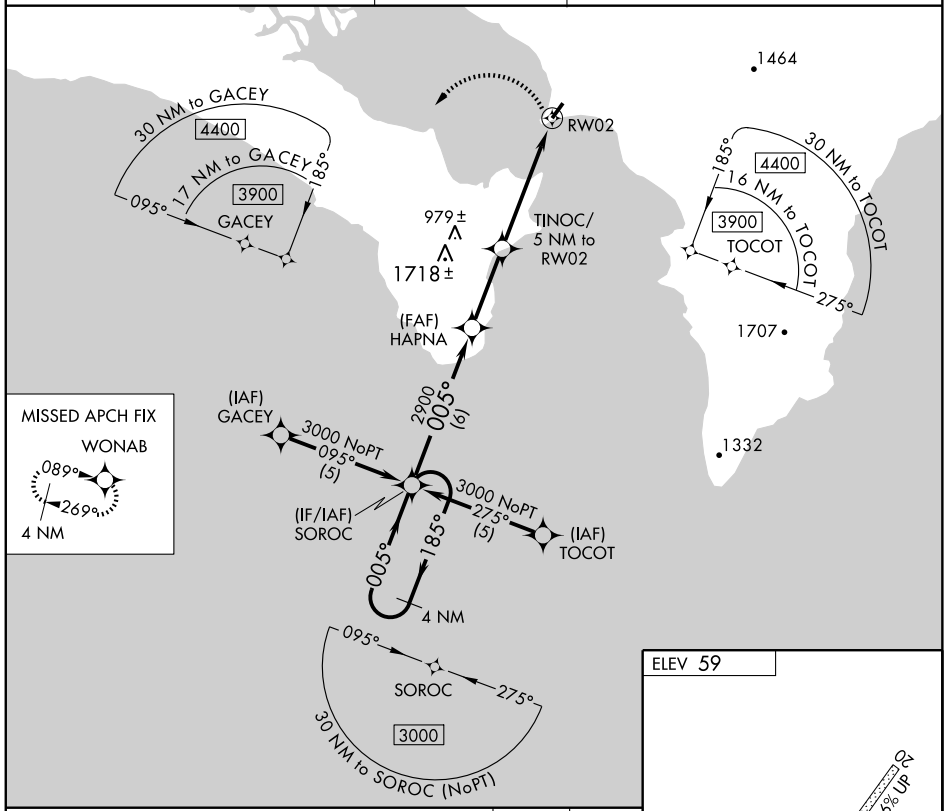
## GOLOVIN (GLV) (PAGL)

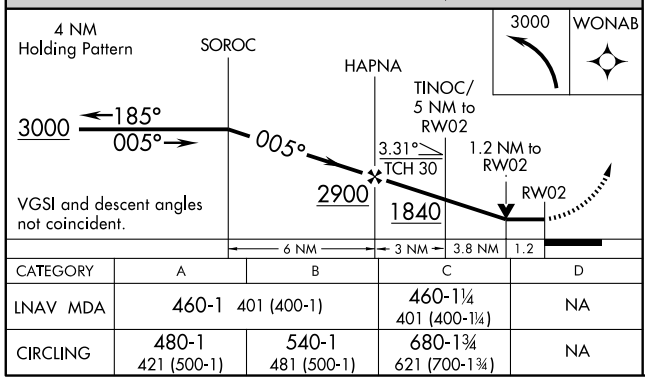
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 005° | TDZE | 59 |
| | Apt Elev | 59 |

DME/DME RNP-0.3 NA.

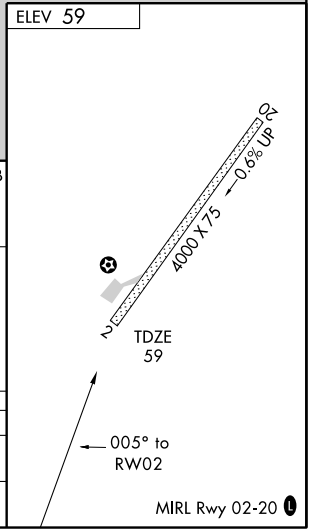
MISSED APPROACH: Climbing left turn to 3000 direct WONAB and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 133.3 290.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 401 (400-1) | | 460-1¼ 401 (400-1¼) | NA |
| CIRCLING | 480-1 421 (500-1) | 540-1 481 (500-1) | 680-1¾ 621 (700-1¾) | NA |




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| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 56307 | 148° | TDZE | 1586 |
| W15A | | Apt Elev | 1586 |

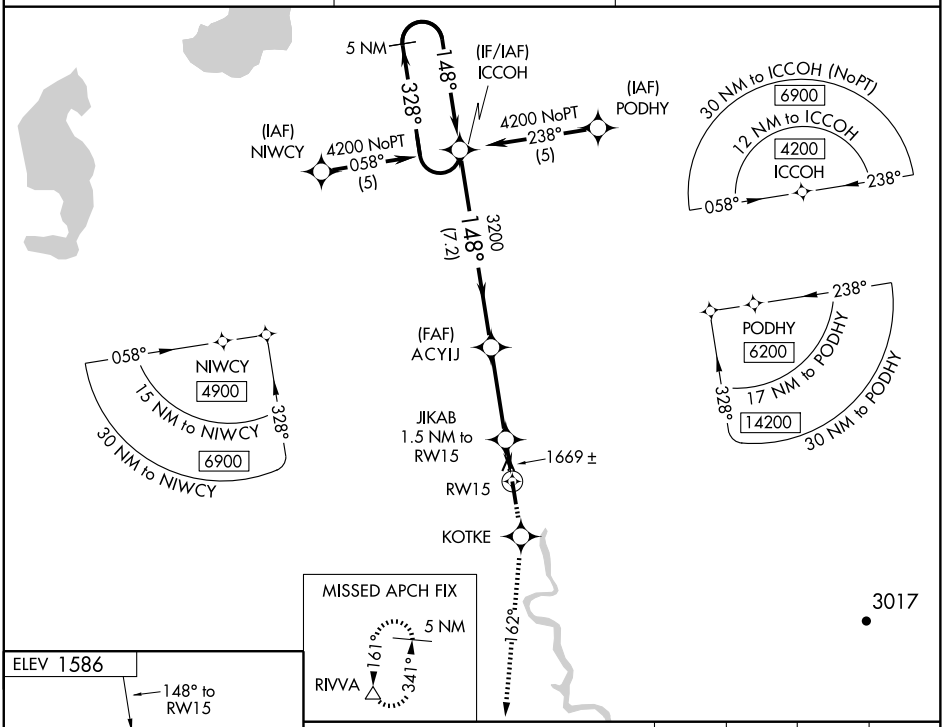
# RNAV (GPS) RWY 15

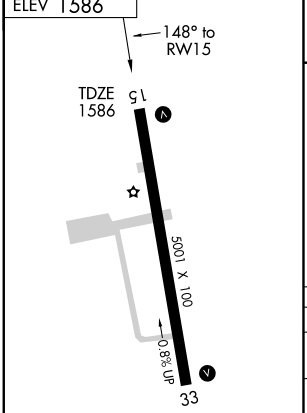
## GULKANA (GKN) (PAGK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

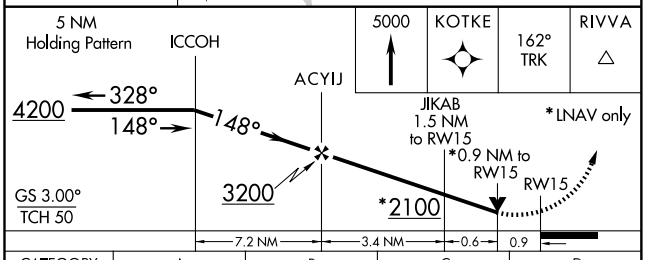
MISSED APPROACH: Climb to 5000 direct KOTKE and via 162° track to RIVVA and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.85 | 119.5 317.5 | 122.9 (L) |




MIRL Rwy 15-33 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1918-1¼ 332 (400-1¼) | | | |
| LNAV/VNAV DA | 1952-1¼ 366 (400-1¼) | | | |
| LNAV MDA | 1920-1 334 (400-1) | | | |
| CIRCLING | 1980-1 394 (400-1) | 2040-1 454 (500-1) | 2040-1½ 454 (500-1½) | 2140-2 554 (600-2) |

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| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 42507 | 328° | TDZE | 1573 |
| W33A | | Apt Elev | 1586 |

# RNAV (GPS) RWY 33

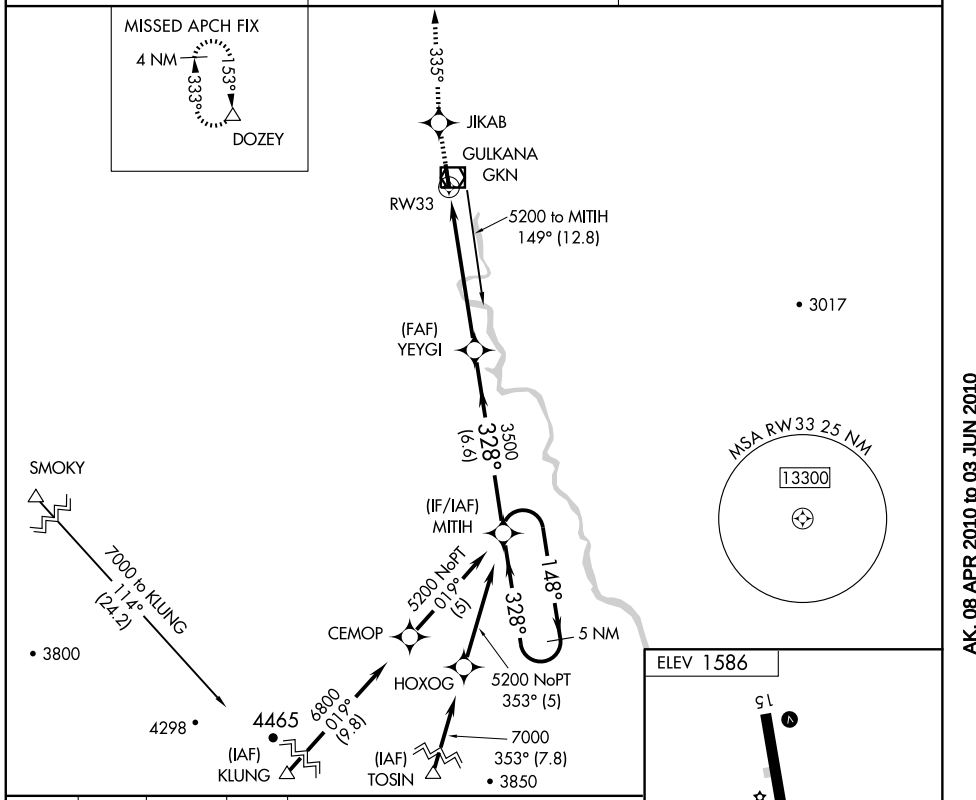
## GULKANA (GKN) (PAGK)

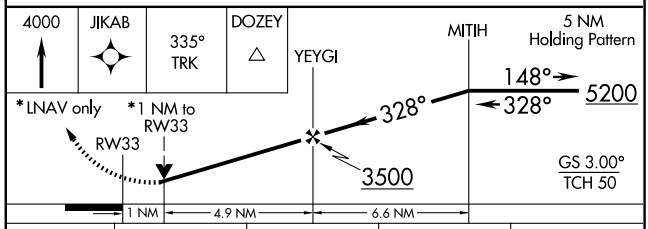
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

W

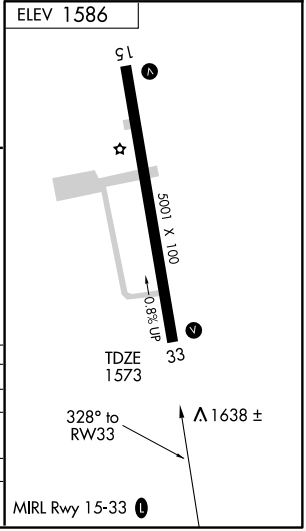
MISSED APPROACH: Climb to 4000 direct JIKAB and via 335° track to DOZEY and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.85 | 119.5 317.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1890-1¼ 317 (400-1¼) | | | |
| LNAV/VNAV DA | 1908-1¼ 335 (400-1¼) | | | |
| LNAV MDA | 1900-1 327 (400-1) | | | |
| CIRCLING | 1980-1 394 (400-1) | 2040-1 454 (500-1) | 2040-1½ 454 (500-1½) | 2140-2 554 (600-2) |




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GULKANA, ALASKA

AL-1220 (FAA)

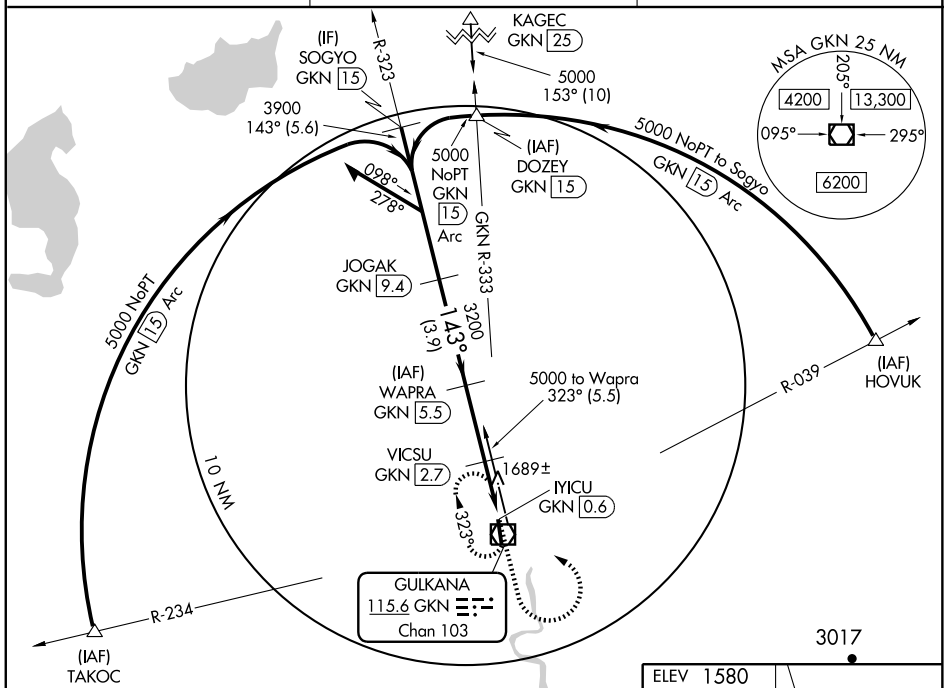
# VOR/DME RWY 15

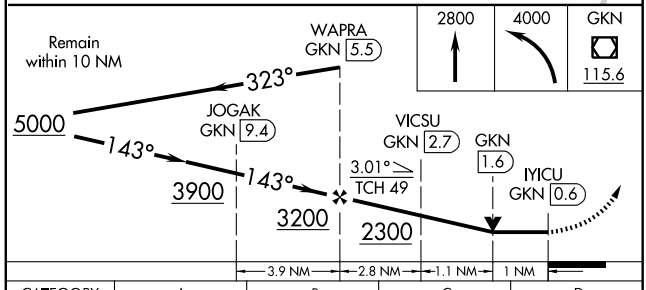
GULKANA (GKN) (PAGK)

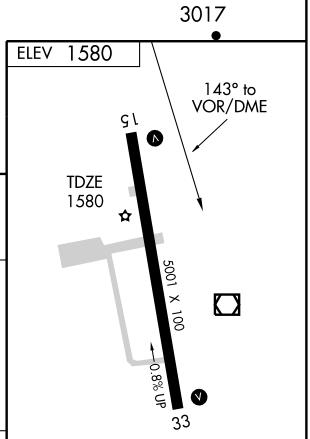
| VOR/DME GKN 115.6 Chan 103 | APP CRS 143° | Rwy Idg 5001 TDZE 1580 Apt Elev 1580 |
|---|---|---|

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.85 | 119.5 317.5 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1940-1 360 (400-1) | | | 1940-1¼ 360 (400-1¼) |
| CIRCLING | 2000-1 420 (500-1) | 2040-1 460 (500-1) | 2040-1½ 460 (500-1½) | 2140-2 560 (600-2) |

MIRL Rwy 15-33 (L)

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GULKANA, ALASKA

AL-1220 (FAA)

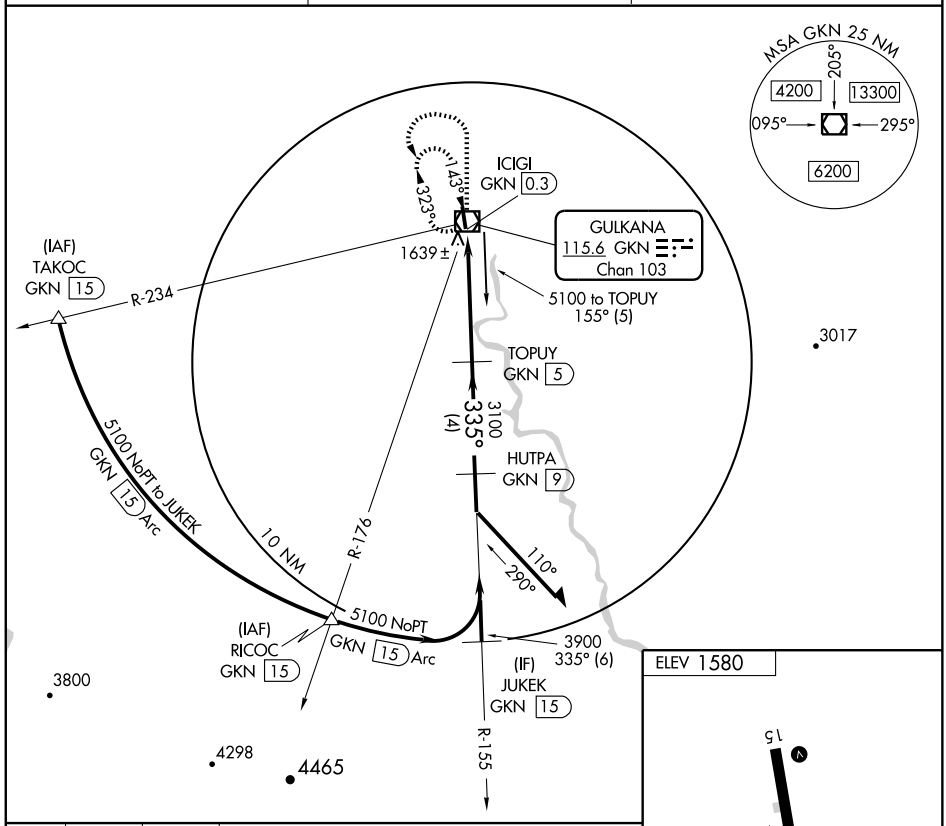
| VOR/DME GKN | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 115.6 | 335° | TDZE | 1566 |
| Chan 103 | | Apt Elev | 1580 |

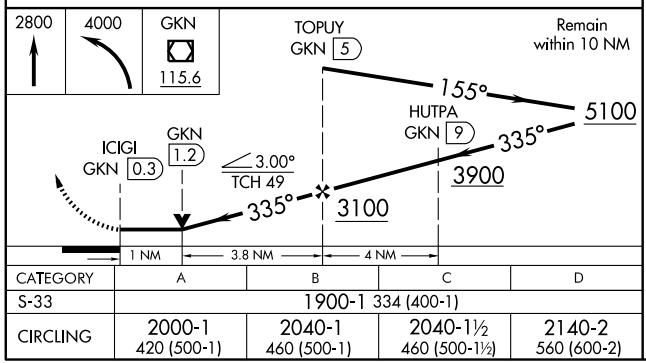
# VOR/DME RWY 33

## GULKANA (GKN) (PAGK)

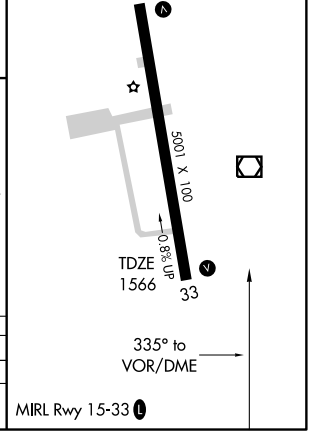
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.85 | 119.5 317.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1900-1 334 (400-1) | | | |
| CIRCLING | 2000-1<br>420 (500-1) | 2040-1<br>460 (500-1) | 2040-1½<br>460 (500-1½) | 2140-2<br>560 (600-2) |




AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) Y RWY 29

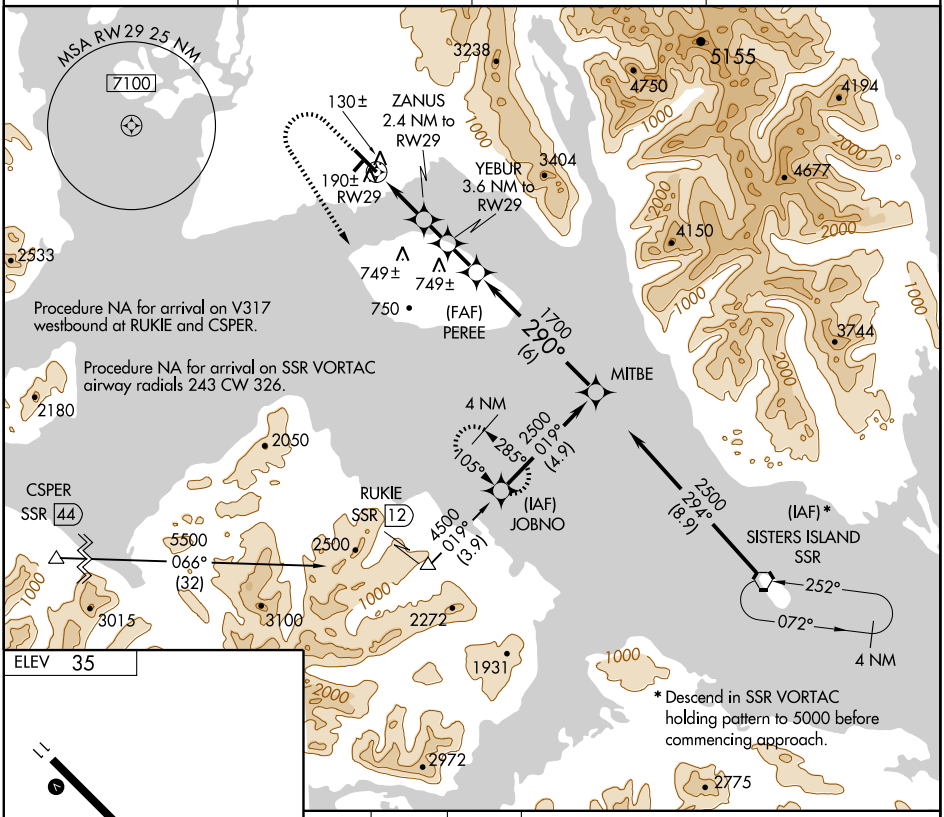
GUSTAVUS(GST)(PAGS)

| APP CRS | Rwy Idg | 6721 |
|---|---|---|
| 290° | TDZE | 31 |
| | Apt Elev | 35 |

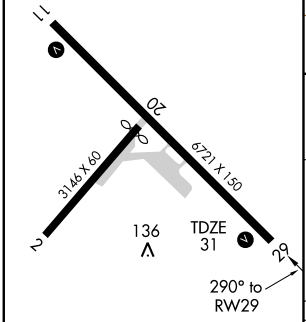
Procedure not authorized at night.
Circling not authorized NE of Rwy 11-29.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 direct JOBNO and hold.

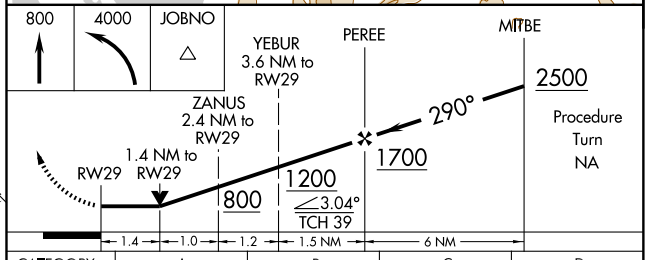
| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 125.9 | 133.2 360.65 | 122.65 | 122.5 L |




ELEV 35




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L



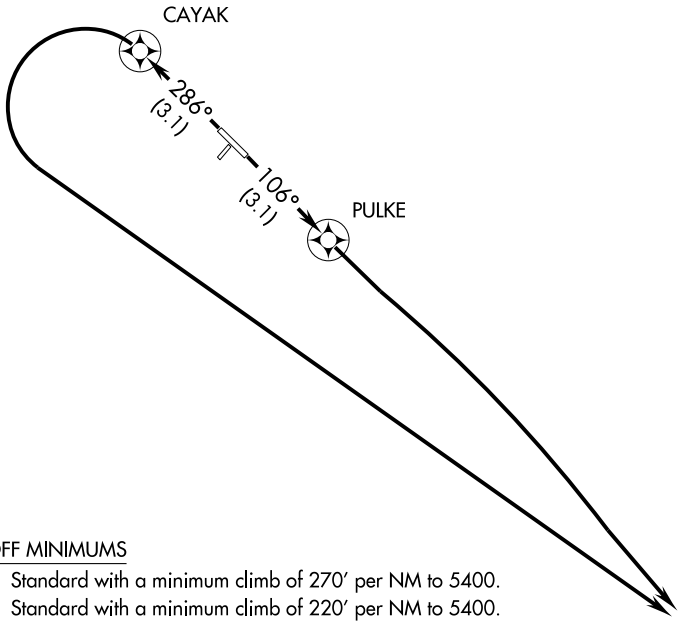

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 469 (500-1) | | 500-1¼ 469 (500-1¼) | 500-1½ 469 (500-1½) |
| CIRCLING | 560-1 525 (600-1) | | 560-1½ 525 (600-1½) | 600-2 565 (600-2) |

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# SISTERS ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
133.2 360.65
CTAF
122.5




TAKE-OFF MINIMUMS

Rwy 11: Standard with a minimum climb of 270′ per NM to 5400.
Rwy 29: Standard with a minimum climb of 220′ per NM to 5400.
Rwy 2, 20: NA - Rwy limitations.

NOTE:

1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 106° course to PULKE WP, then climbing right turn to 6000 or assigned altitude direct SSR VORTAC. . . .

TAKE-OFF RUNWAY 29: Climb via 286° course to CAYAK WP, then climbing left turn to 6000 or assigned altitude direct SSR VORTAC. . . .

. . . . cross SSR VORTAC at or above MEA/MCA for direction of flight thence further clearance.

| VORTAC SSR | APP CRS | Rwy Idg | 6721 |
|---|---|---|---|
| 114.0 | 288° | TDZE | 31 |
| Chan 87 | | Apt Elev | 35 |

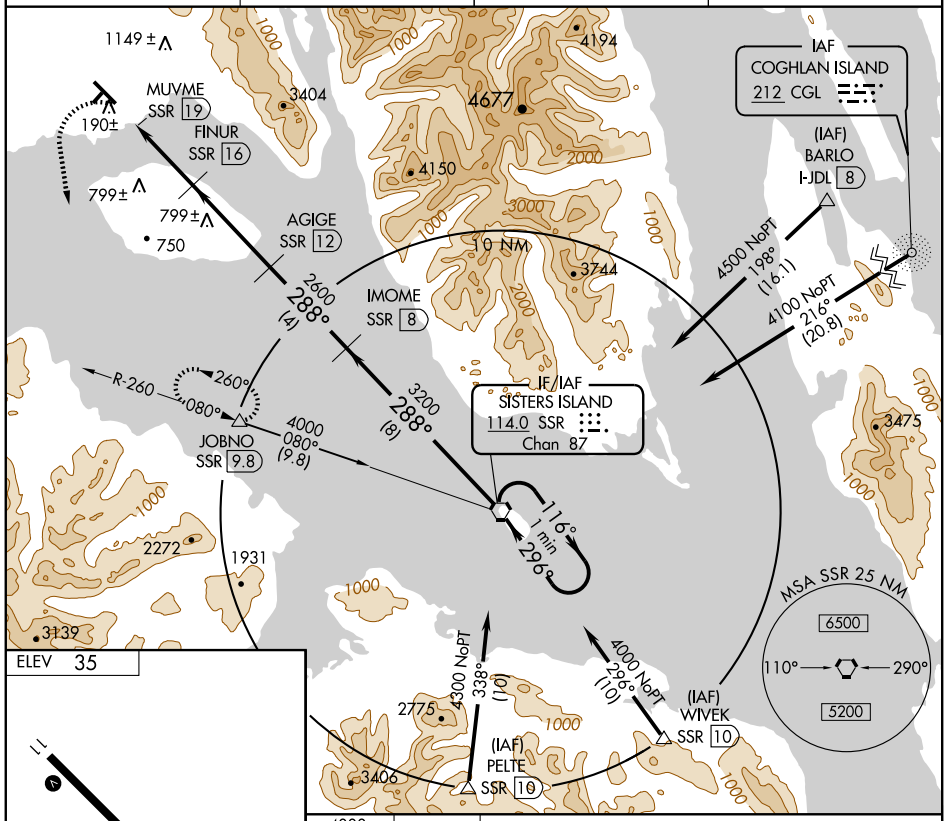
# VOR/DME RWY 29

GUSTAVUS (GST)(PAGS)

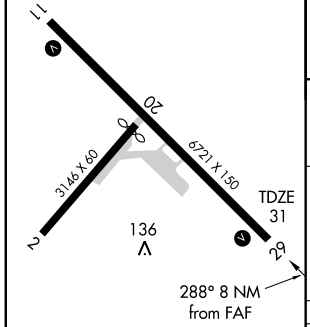
▼ Procedure not authorized at night.
▲ Circling not authorized NE of Rwy 11-29.

MISSED APPROACH: Climbing left turn to 4000 via 140° heading and SSR R-260 to JOBNO/SSR 9.8 DME and hold.

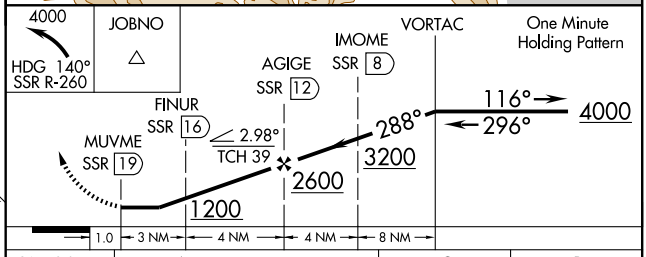
| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 125.9 | 133.2 360.65 | 122.65 | 122.5 L |




ELEV 35




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

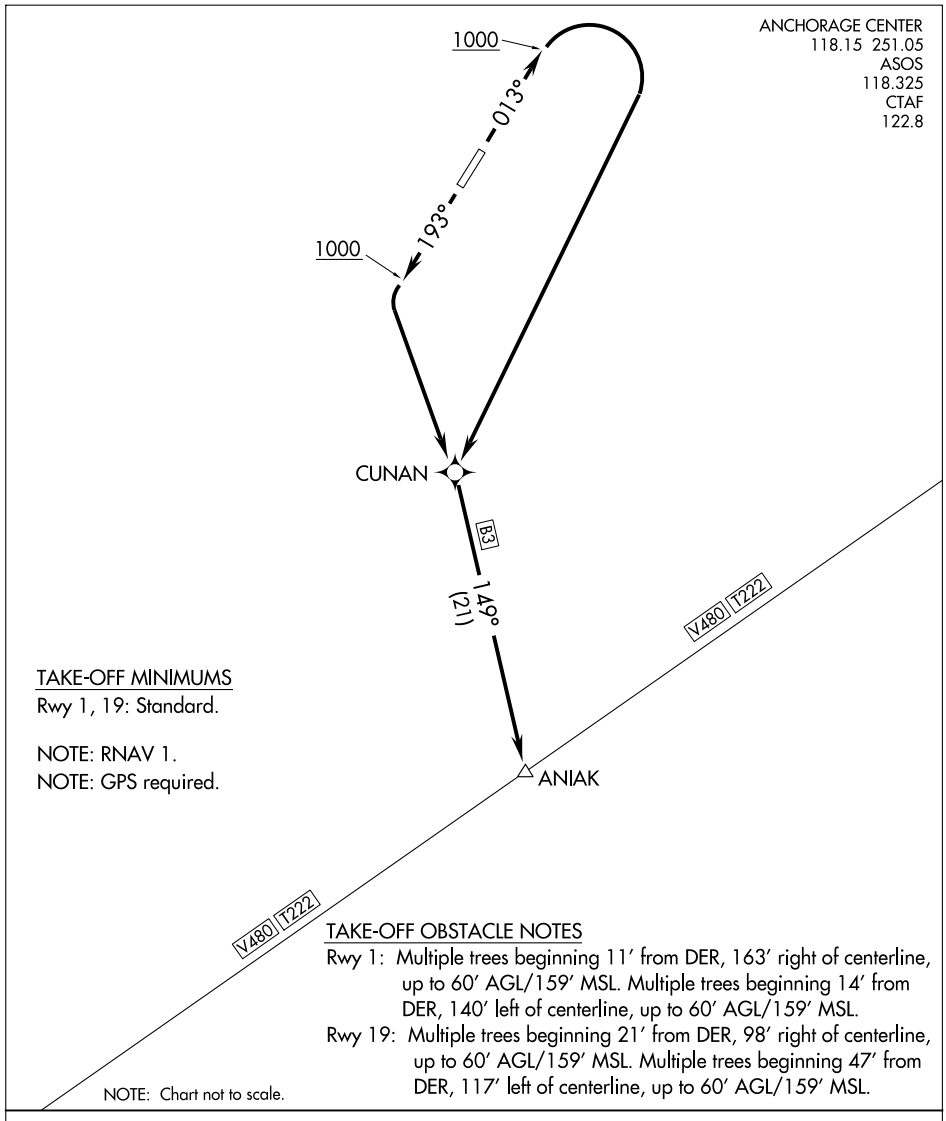



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1100-1¼ 1069 (1100-1¼) | 1100-1½ 1069 (1100-1½) | 1100-3 | 1069 (1100-3) |
| CIRCLING | 1100-1¼ 1065 (1100-1¼) | 1100-1½ 1065 (1100-1½) | 1100-3 | 1065 (1100-3) |

AK. 08 APR 2010 to 03 JUN 2010

# ANIAK ONE DEPARTURE (RNAV)






## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000, then right turn direct CUNAN, then via depicted route, thence....

TAKE-OFF RUNWAY 19: Climb heading 193° to 1000, then direct CUNAN, then via depicted route, thence....

....maintain 3700 or as assigned by ATC.

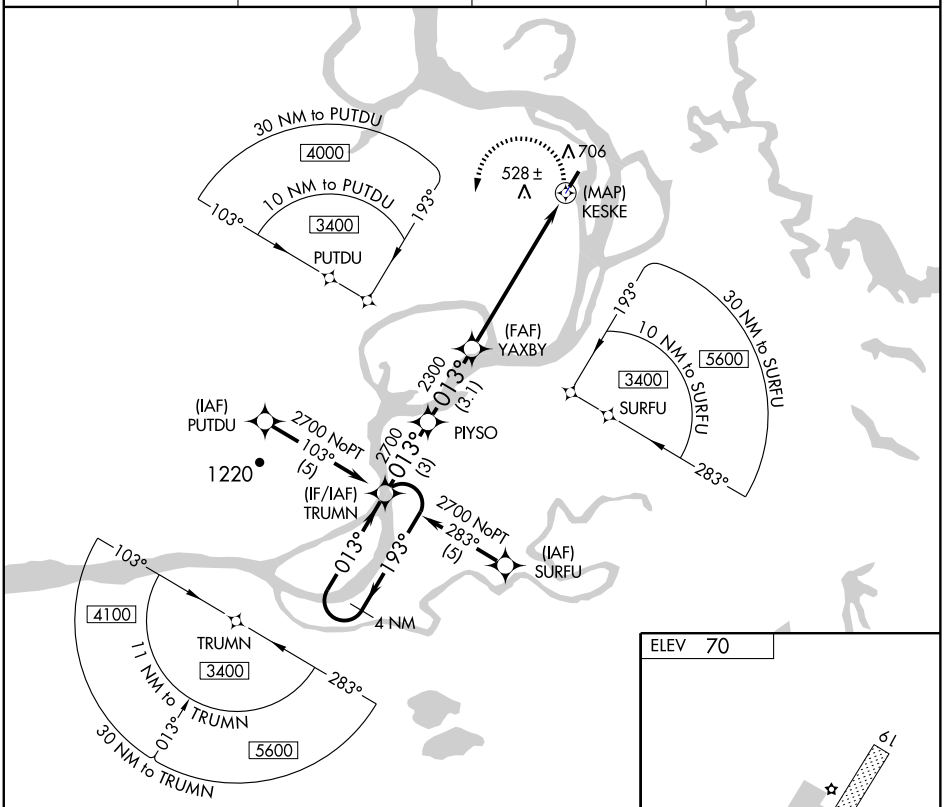
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 013° | TDZE | 69 |
| | Apt Elev | 70 |

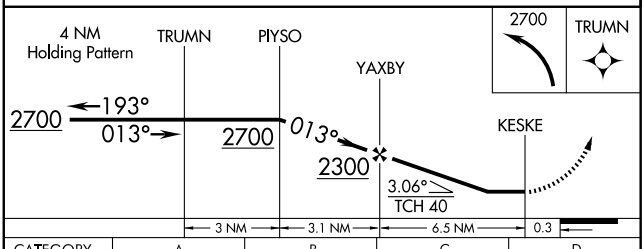
# RNAV (GPS) RWY 1
## HOLY CROSS (HCA) (PAHC)

Circling NA west of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV and Circling Cat A, B and D ¼ mile and Cat C ½ mile.

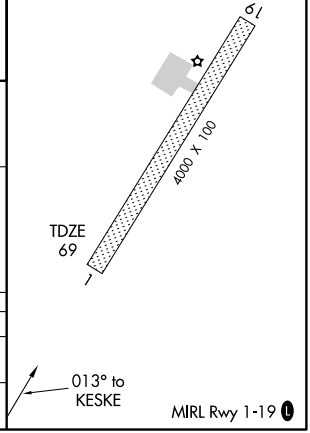
MISSED APPROACH: Climbing left turn to 2700 direct TRUMN and hold.

| ASOS | ANCHORAGE CENTER | KENAI RADIO | CTAF |
|---|---|---|---|
| 118.325 | 118.15 251.05 | 122.45 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1<br>871 (900-1) | 940-1¼<br>871 (900-1¼) | 940-2½<br>871 (900-2½) | 940-2¾<br>871 (900-2¾) |
| CIRCLING | 940-1<br>870 (900-1) | 940-1¼<br>870 (900-1¼) | 940-2½<br>870 (900-2½) | 940-2¾<br>870 (900-2¾) |




AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 193° | TDZE | 70 |
| | Apt Elev | 70 |

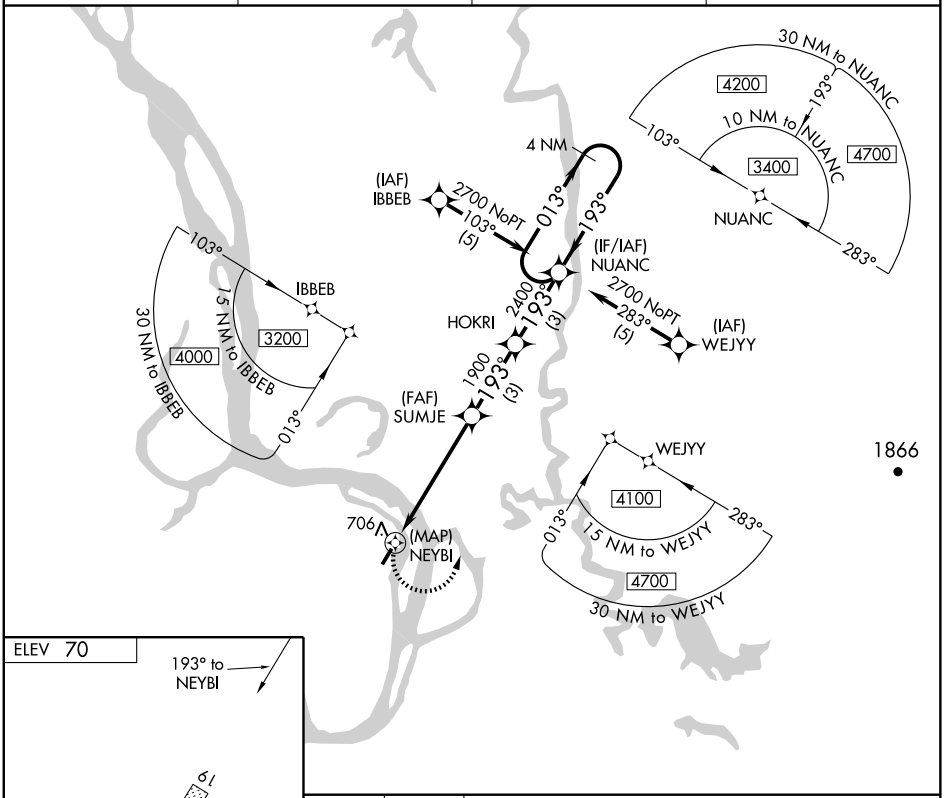
# RNAV (GPS) RWY 19

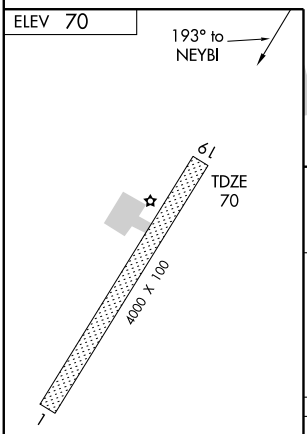
## HOLY CROSS (HCA) (PAHC)

Circling NA west of runway 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV Cat B and C and Circling Cat B and C ¼ mile.

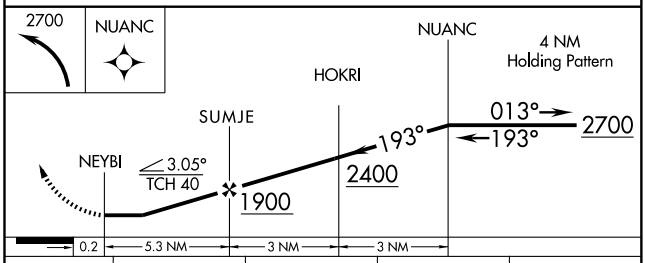
MISSED APPROACH: Climbing left turn to 2700 direct NUANC and hold.

| ASOS | ANCHORAGE CENTER | KENAI RADIO | CTAF |
|---|---|---|---|
| 118.325 | 118.15 251.05 | 122.45 | 122.8 (L) |




MIRL Rwy 1-19 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1¼ | 950 (1000-1¼) | 1020-2¾<br>950 (1000-2¾) | 1020-3<br>950 (1000-3) |
| CIRCLING | 1020-1¼ | 950 (1000-1¼) | 1020-2¾<br>950 (1000-2¾) | 1020-3<br>950 (1000-3) |

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| LOC/DME I-HOM | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| 109.3 | 211° | TDZE | 84 |
| Chan 30 | | Apt Elev | 84 |

# LOC/DME BC RWY 21

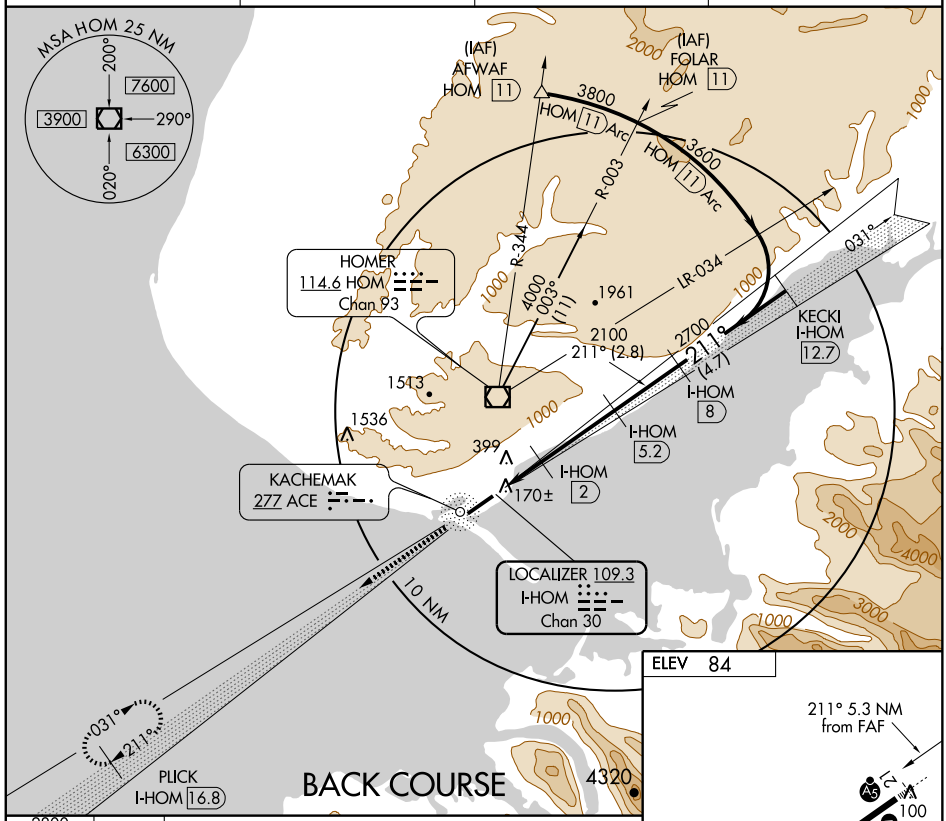
HOMER (HOM) (PAHO)

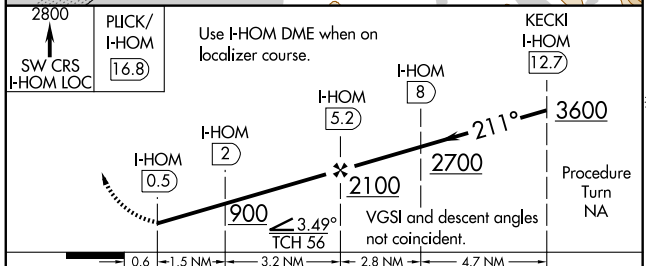
Circling not authorized Northwest of Rwy 3-21.

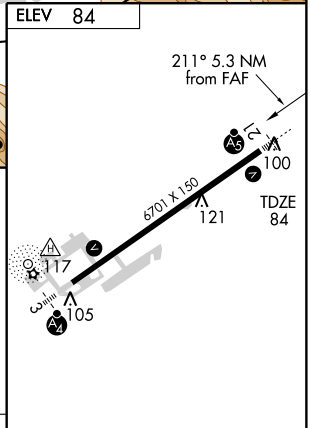
MALSR

MISSED APPROACH: Climb to 2800 via SW course I-HOM LOC to PLICK/I-HOM 16.8 DME and hold.

| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |




HIRL Rwy 3-21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 420-1 336 (400-1) | | | |
| CIRCLING | 540-1 456 (500-1) | | 540-1½ 456 (500-1½) | 640-2 556 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-HOM | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| 109.3 | 031° | TDZE | 78 |
| Chan 30 | | Apt Elev | 84 |

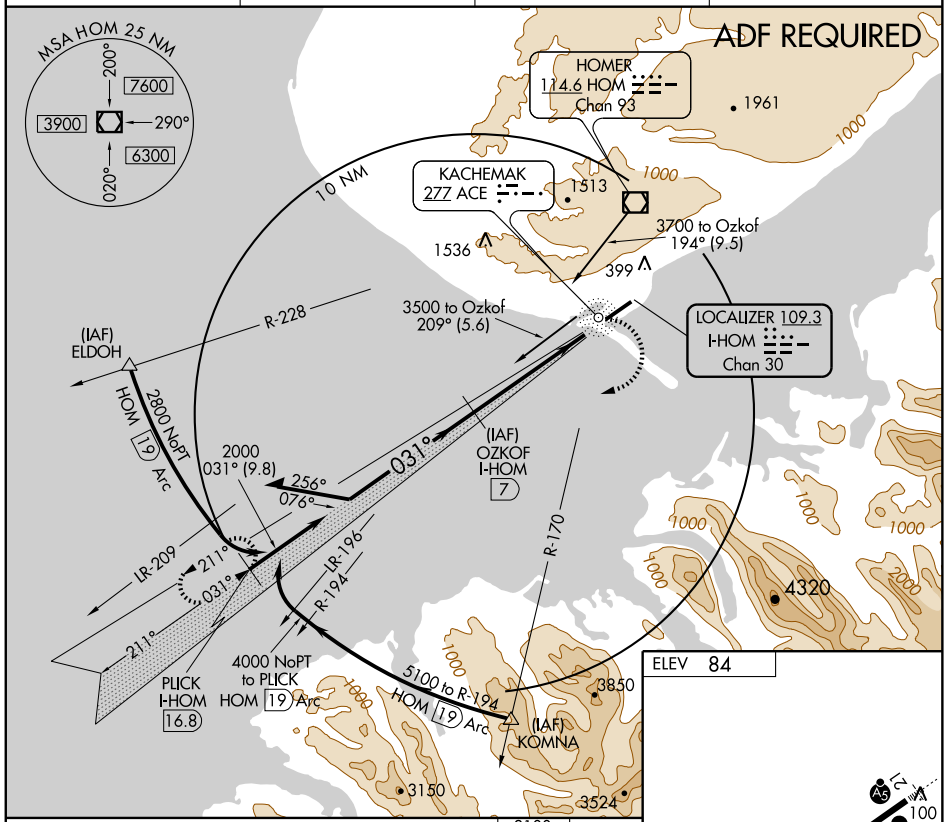
# LOC/DME RWY 3
## HOMER (HOM) (PAHO)

Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 via 210° bearing from ACE NDB to PLICK/I-HOM 16.8 DME and hold.

| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 400-1 322 (400-1) | | | |
| CIRCLING | 540-1 456 (500-1) | | 540-1½ 456 (500-1½) | 640-2 556 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

# OLSON TWO DEPARTURE

SL-1236 (FAA)



ATIS
135.65
ANCHORAGE CENTER
125.9 270.3
HOMER RADIO
123.6 (CTAF)

KENAI
117.6 ENA
Chan 123
N60°36.88'-W151°11.71'
L-1-3-4, H-1-2

4000
006°
(20)
R-186

(RABKY)
N60°19.60'
W151°32.63'

4000
332°
(37)

HOMER
114.6 HOM
Chan 93
N59°42.57'-W151°27.40'
L-1-2-3-4, H-1-2

CAUTION: Terrain within 1 NM north and west rising to 1000' and continuing to 1500' within 4 NM.

NOTE: Right procedure turn authorized above 2500' prior to OLSON DME.

NOTE: During VFR conditions watch for opposing traffic on Localizer.

4000
2500
020°
(16)
R-200
R-228
R-213
200°
240°
(13)
245°
065°
16
V321
228°
46
260°
4000
260°
V322
213°
38
Aprx dist from T/off area
R-170
OLSON
N59°31.06'
W151°49.22'
2500*
6000
130°
AUGEY
N59°28.18'
W152°53.32'
L-1-2-3-4
MALLT
N59°21.68'
W152°29.67'
L-1-2-3-4
*At or above 3400 when using SHUYA transition.
V438
170°
SHUYA
N58°25.37'
W152°03.31'
L-1-2-3-4
117.1 ODK
Chan 118
40
R-355

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# OLSON TWO DEPARTURE SL-1236 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing right turn heading 240° to intercept and track outbound on HOM R-200 to OLSON DME.
TAKE-OFF RUNWAY 21: Climb on runway heading to intercept and track outbound on HOM R-200 to OLSON DME.
AUGEY TRANSITION (OLSON2.AUGEY): From OLSON DME right turn to 260° heading and V321 to AUGEY INT.
HOMER TRANSITION (OLSON2.HOM): From OLSON DME via HOM R-200 to HOM VOR/DME.
KENAI TRANSITION (OLSON2.ENA): From OLSON DME via HOM R-200 to HOM VOR/DME, then via HOM R-332 and ENA R-186 to ENA VOR/DME.
MALLT TRANSITION (OLSON2.MALLT): From OLSON DME right turn to 260° heading and V322 to MALLT INT.
SHUYA TRANSITION (OLSON2.SHUYA): From OLSON DME left turn to 130° heading and V438 to SHUYA INT.

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| APP CRS | Rwy Idg | 6701 |
|---|---|---|
| 031° | TDZE | 78 |
| | Apt Elev | 84 |

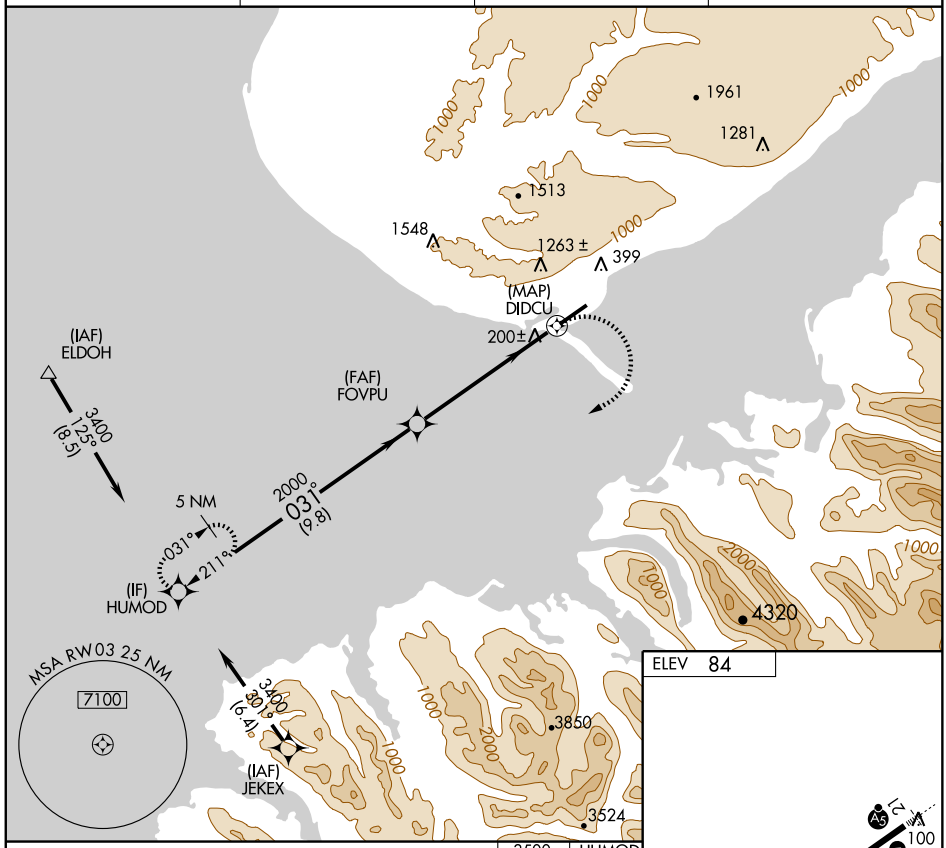
# RNAV (GPS) Y RWY 3
## HOMER (HOM) (PAHO)

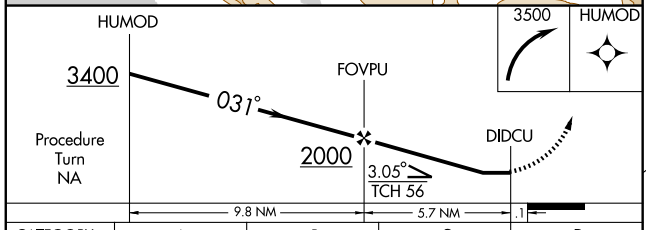
Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climbing right turn to 3500 direct HUMOD and hold.

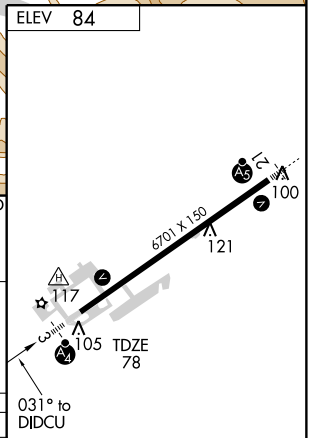
| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 462 (500-1) | | 540-1½ 462 (500-1½) | |
| CIRCLING | 540-1 456 (500-1) | | 540-1½ 456 (500-1½) | 640-2 556 (600-2) |

HIRL Rwy 3-21 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6701 |
|---|---|---|
| 218° | TDZE | 84 |
| | Apt Elev | 84 |

# RNAV (GPS) Y RWY 21

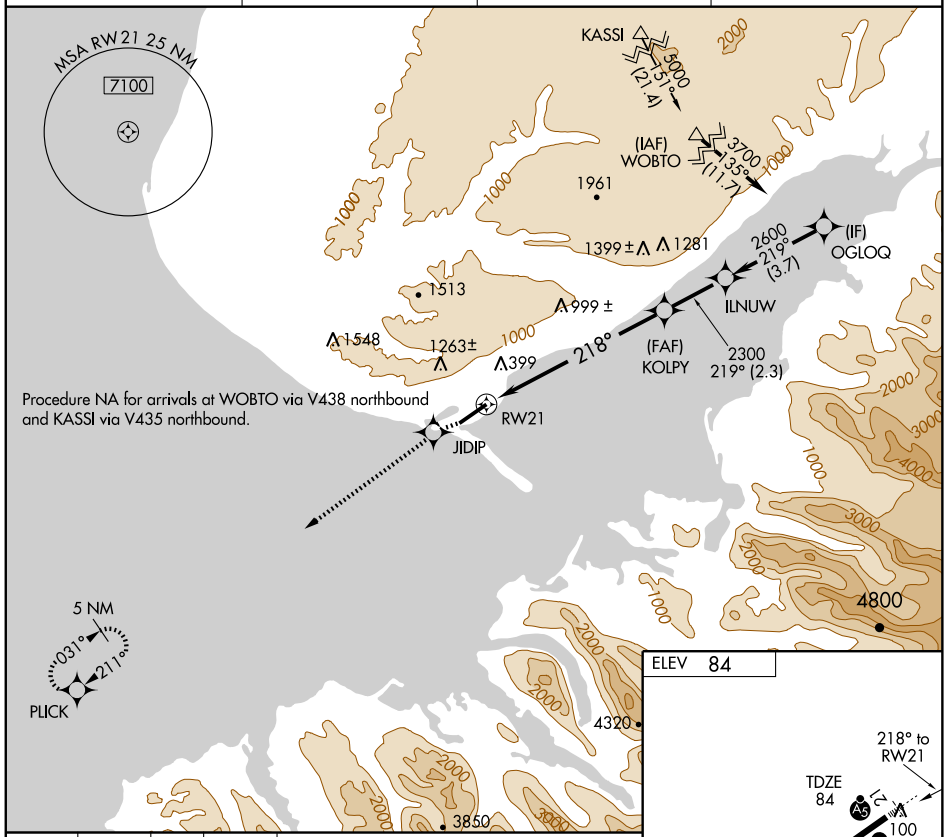
## HOMER (HOM) (PAHO)

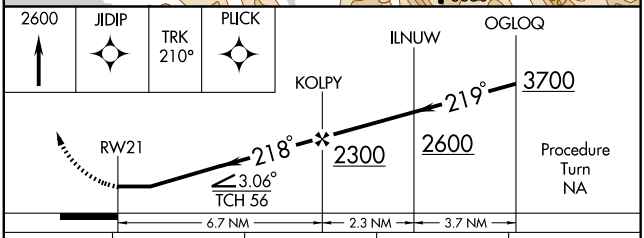
Inoperative table does not apply to Cat A. For inoperative MALSR, increase LNAV MDA Cat B visibilty to 1½ mile. Circling not authorized Northwest of Rwy 3-21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2600 direct JIDIP and via 210° track to PLICK and hold.

| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1¼ 1116 (1200-1¼) | | 1200-2½ 1116 (1200-2½) | |
| CIRCLING | 1200-1¼ 1116 (1200-1¼) | 1200-1½ 1116 (1200-1½) | 1200-3 1116 (1200-3) | |

HIRL Rwy 3-21 L

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| CH 86302 | 031° | TDZE | 78 |
| W03A | | Apt Elev | 84 |

# RNAV (GPS) Z RWY 3

## HOMER (HOM) (PAHO)

T Inoperative table does not apply.
W DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3400 direct NIGKI and via 046° track to CUVOK and 004° track to KECKI and hold.

| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |

MSA RW03 25 NM
7100

1961
5 NM
211°
031°
KECKI
1281
1513
1548
1263±
399
CUVOK
NIGKI
RW03

(IAF)
ELDOH
3400
125°
(8.5)

2000
031°
(9.8)
(FAF)
FOVPU

(IF)
HUMOD

3400
301°
(6.4)
(IAF)
JEKEX
3850

4320
4800
4800
ELEV 84

| 3400 | NIGKI | TRK 046° | CUVOK | TRK 004° | KECKI |
|---|---|---|---|---|---|

Procedure Turn NA

HUMOD
3400
031°
FOVPU
2000
RW03
GS 3.00°
TCH 56
9.8 NM
5.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 333-1 | 255 (300-1) | | |

6701 X 150
121
117
105
TDZE 78
031° to RW03

HIRL Rwy 3-21 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| CH 82402 | 211° | TDZE | 84 |
| W21A | | Apt Elev | 84 |

# RNAV (GPS) Z RWY 21

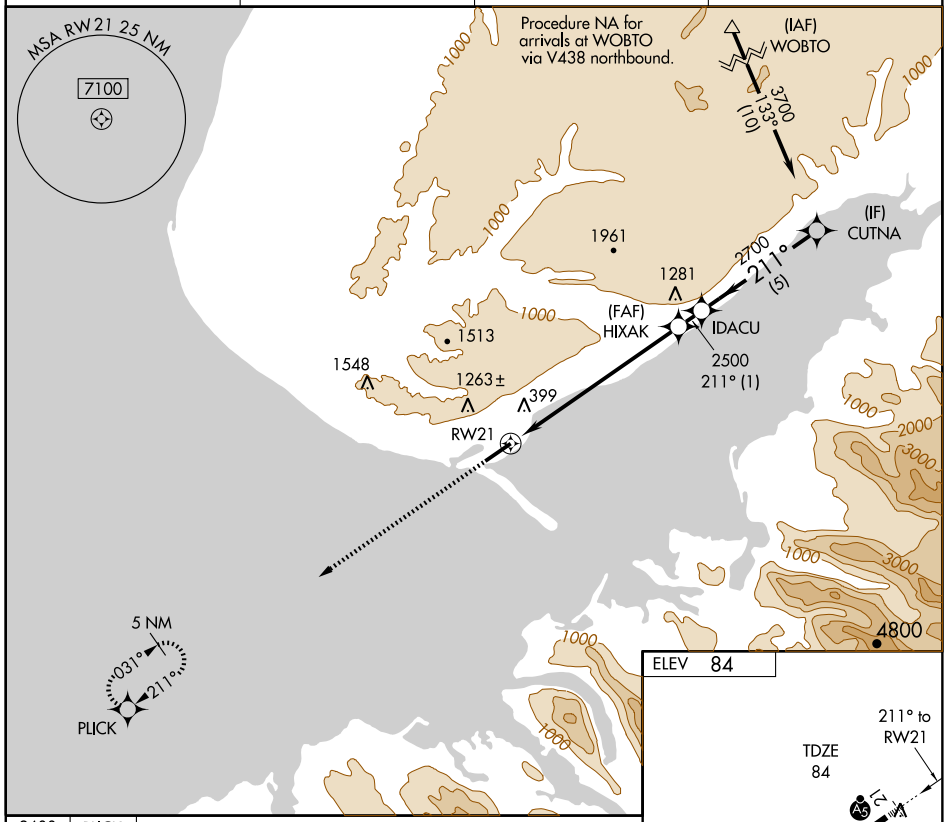
## HOMER (HOM) (PAHO)

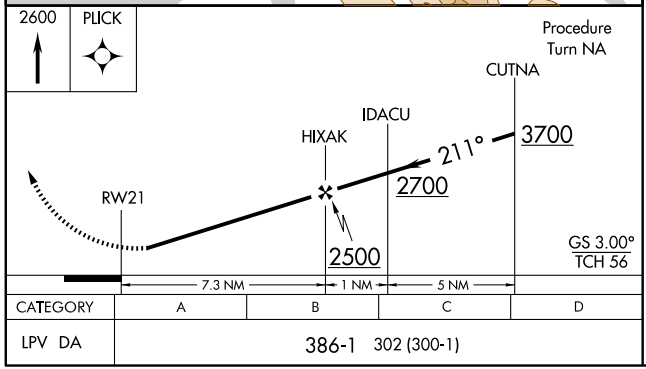
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

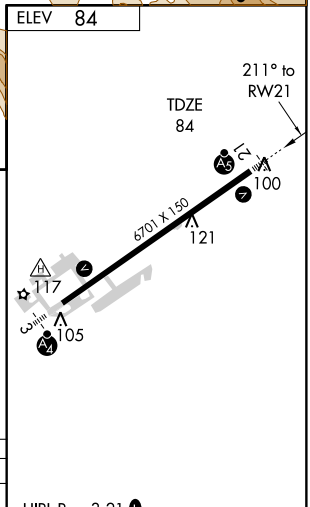
MALSR

MISSED APPROACH: Climb to 2600 direct PLICK and hold.

| ATIS | ANCHORAGE CENTER | HOMER RADIO | UNICOM |
|---|---|---|---|
| 135.65 | 125.9 270.3 | 123.6 (CTAF) L | 122.7 123.0 123.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 386-1 | 302 (300-1) | | |

HIRL Rwy 3-21 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 136° | TDZE | 13 |
| | Apt Elev | 13 |

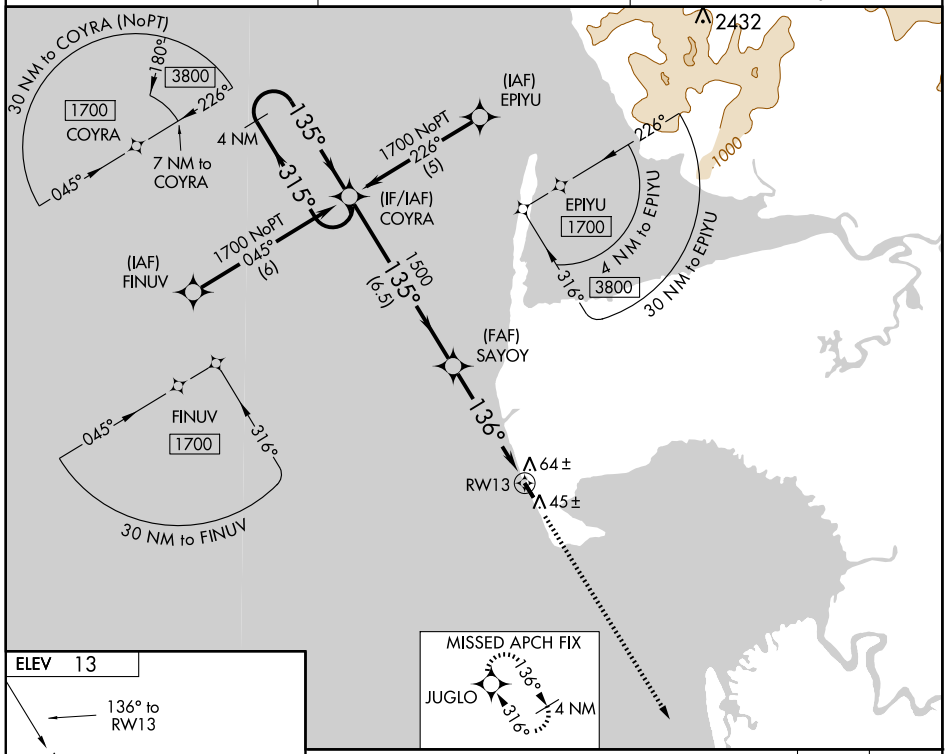
# RNAV (GPS) RWY 13

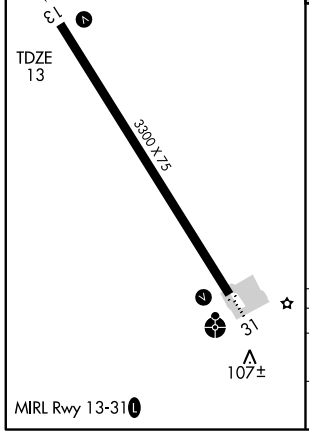
## HOOPER BAY (HPB) (PAHP)

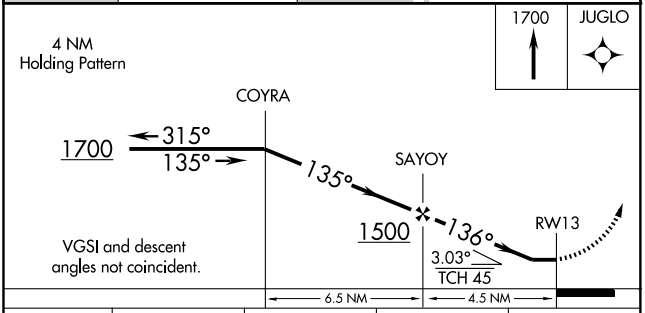
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct JUGLO and hold.

| AWOS-3 | KENAI RADIO | CTAF |
|---|---|---|
| 135.1 | 122.4 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 367 (400-1) | | | 380-1¼ 367 (400-1¼) |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 316° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (GPS) RWY 31

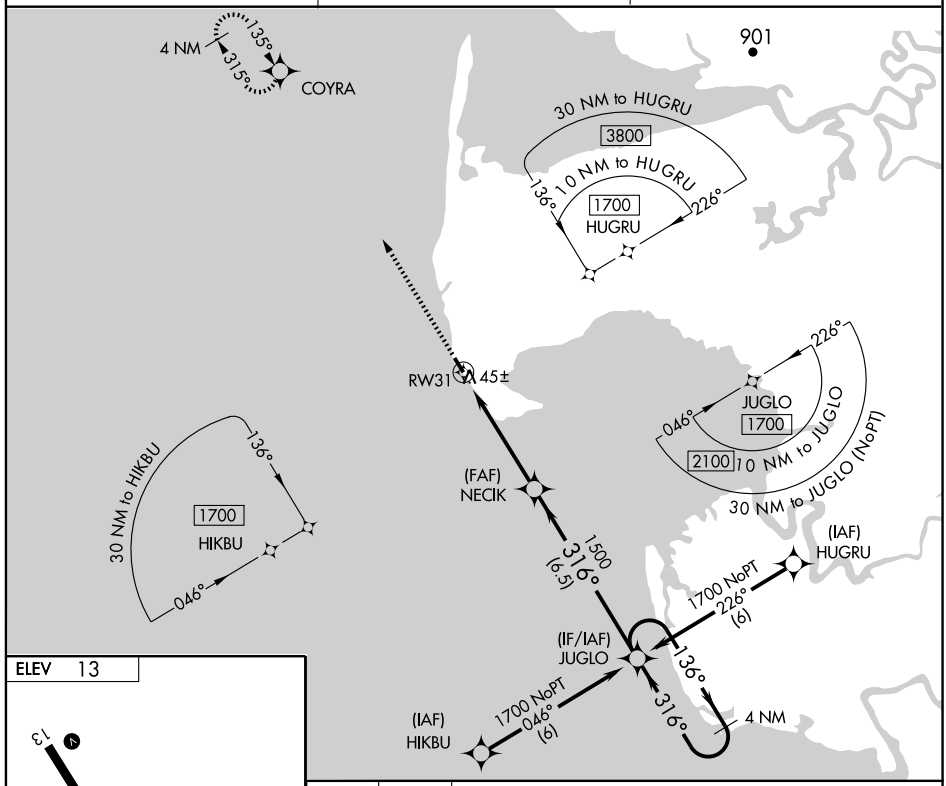
## HOOPER BAY (HPB) (PAHP)

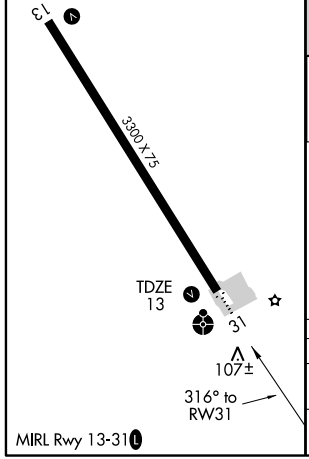
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and Cats C/D visibility ¼ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

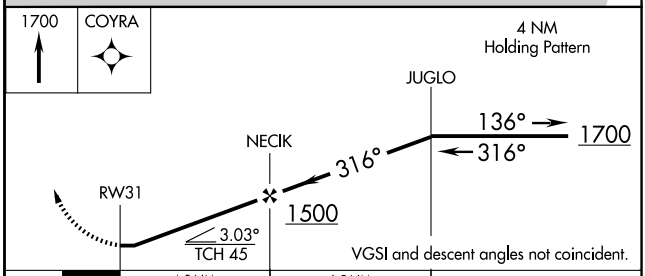
ODALS

MISSED APPROACH: Climb to 1700 direct COYRA and hold.

| AWOS-3 | KENAI RADIO | CTAF |
|---|---|---|
| 135.1 | 122.4 | 123.0 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 367 (400-1) | | | 380-1¼ 367 (400-1¼) |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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| VOR/DME HPB | APP CRS | Rwy Idg | 3300 |
|---|---|---|---|
| 115.2 | 313° | TDZE | 13 |
| Chan 99 | | Apt Elev | 13 |

# VOR/DME RWY 31

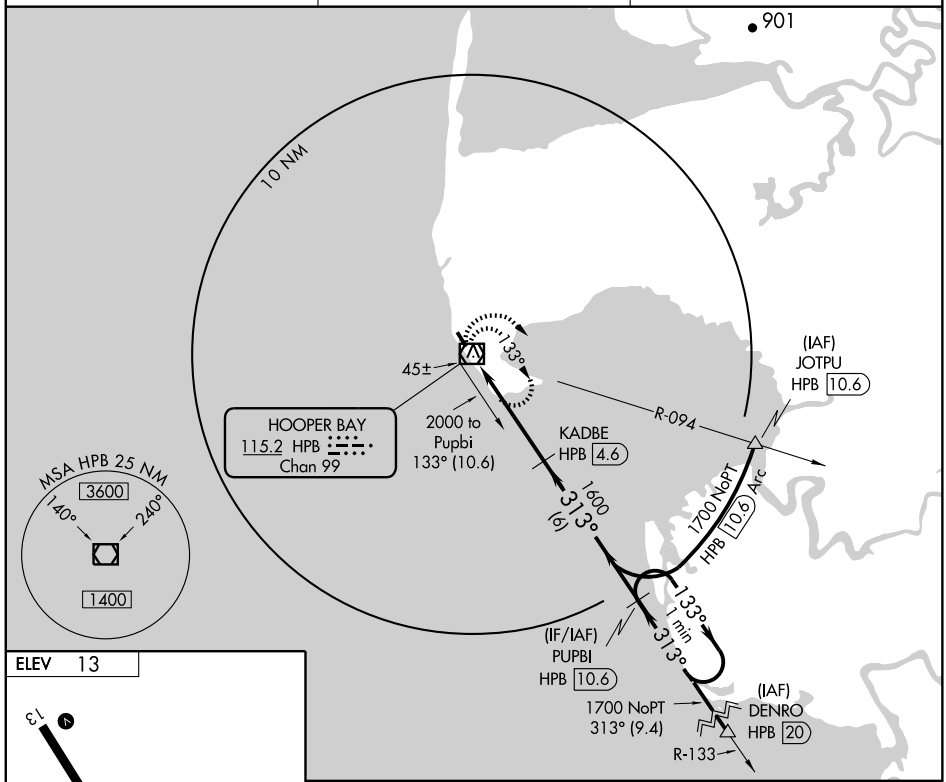
## HOOPER BAY (HPB) (PAHP)

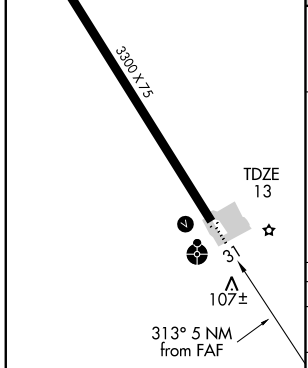
When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and S-31 Cats C/D visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

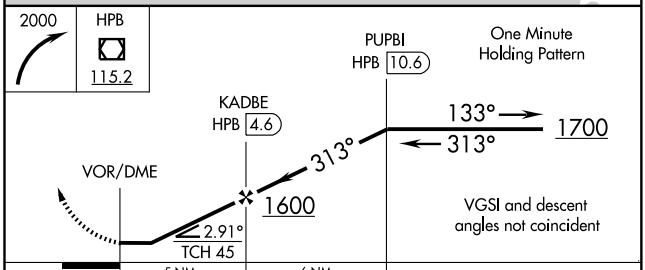
ODALS

MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.

| AWOS-3 | KENAI RADIO | CTAF |
|---|---|---|
| 135.1 | 122.4 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 380-1 367 (400-1) | | | 380-1¼ 367 (400-1¼) |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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HUSLIA, ALASKA

AL-9273 (FAA)

# RNAV (GPS) RWY 3

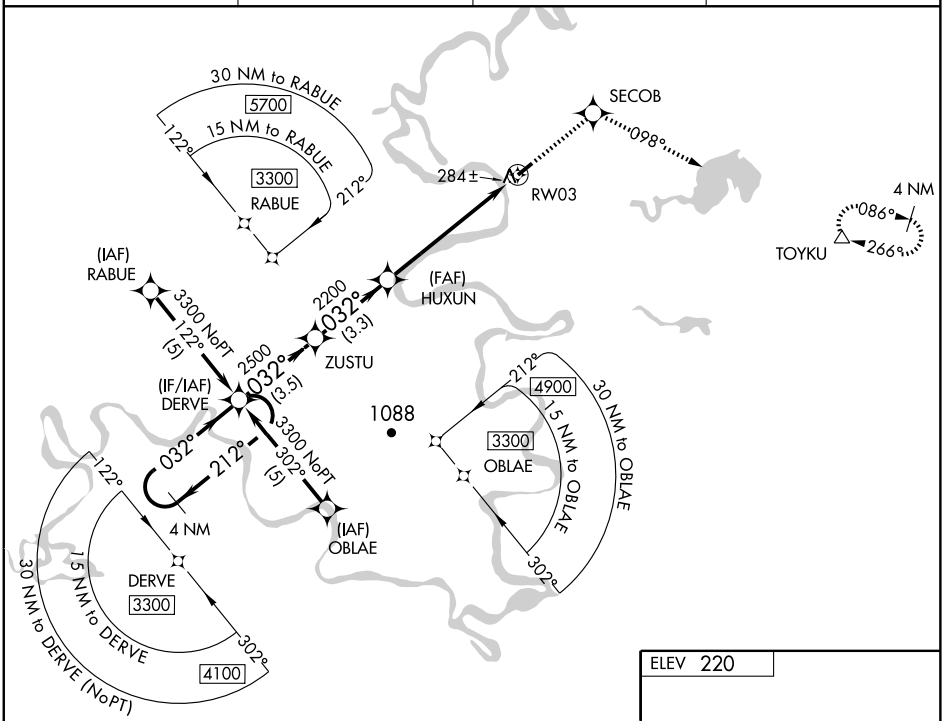
HUSLIA (HLA)(PAHL)

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 42608 | 032° | TDZE | 220 |
| W03A | | Apt Elev | 220 |

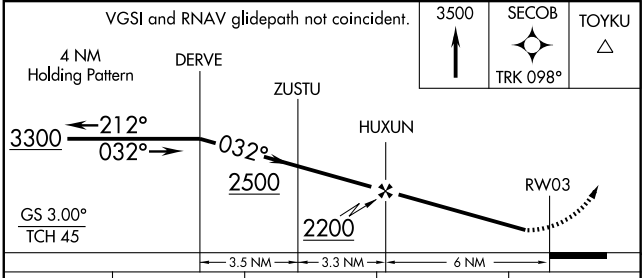
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

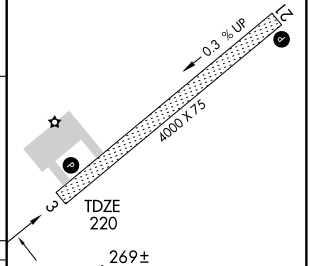
| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | UNICOM |
|---|---|---|---|
| 135.75 | 127.0 290.2 | 122.4 | 122.8 (CTAF) L |




VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 525-1 305 (400-1) | | | |
| LNAV/VNAV DA | 567-1¼ 347 (400-1¼) | | | |
| LNAV MDA | 540-1 320 (400-1) | | | |
| CIRCLING | 600-1 380 (400-1) | 680-1 460 (500-1) | 680-1½ 460 (500-1½) | 780-2 560 (600-2) |




REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

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| WAAS CH 61108 W21A | APP CRS 212° | Rwy Idg 4000 TDZE 217 Apt Elev 220 |
|---|---|---|

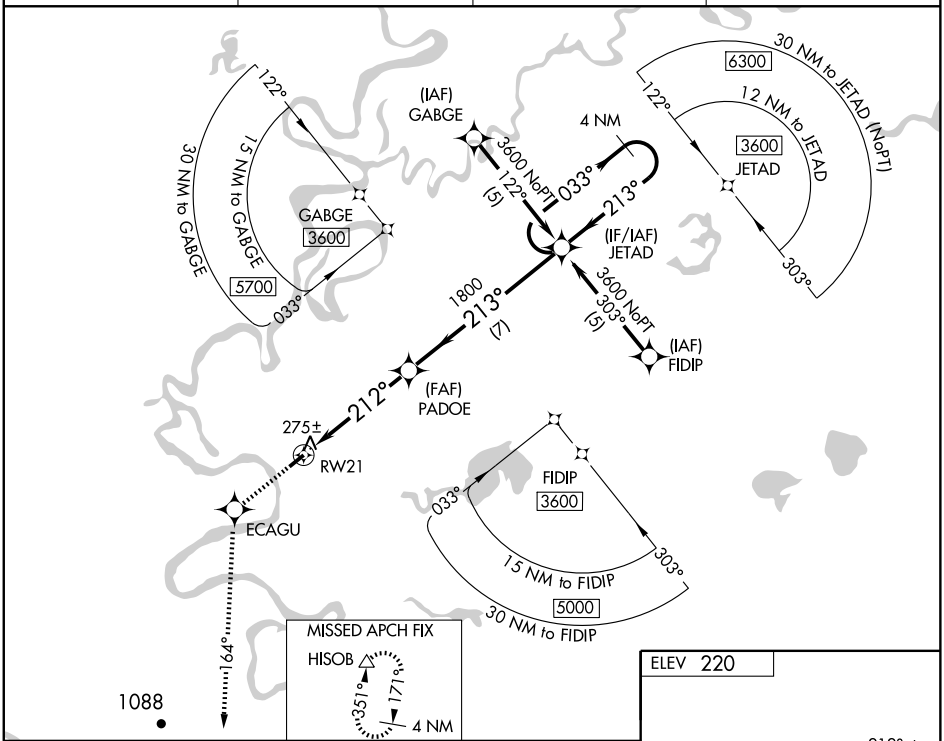
# RNAV (GPS) RWY 21

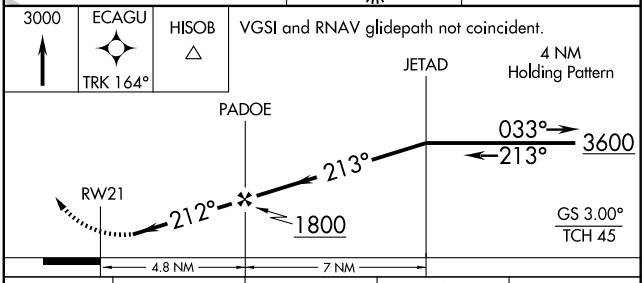
HUSLIA (HLA)(PAHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

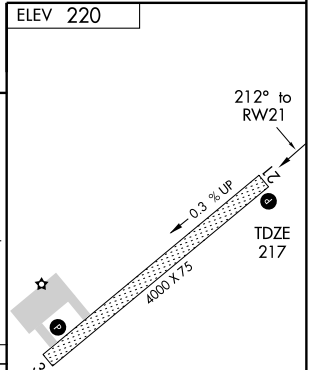
MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | UNICOM |
|---|---|---|---|
| 135.75 | 127.0 290.2 | 122.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 517-1 300 (300-1) | | |
| LNAV/ VNAV DA | | 549-1¼ 332 (400-1¼) | | |
| LNAV MDA | | 540-1 323 (400-1) | | |
| CIRCLING | 600-1 380 (400-1) | 680-1 460 (500-1) | 680-1½ 460 (500-1½) | 780-2 560 (600-2) |




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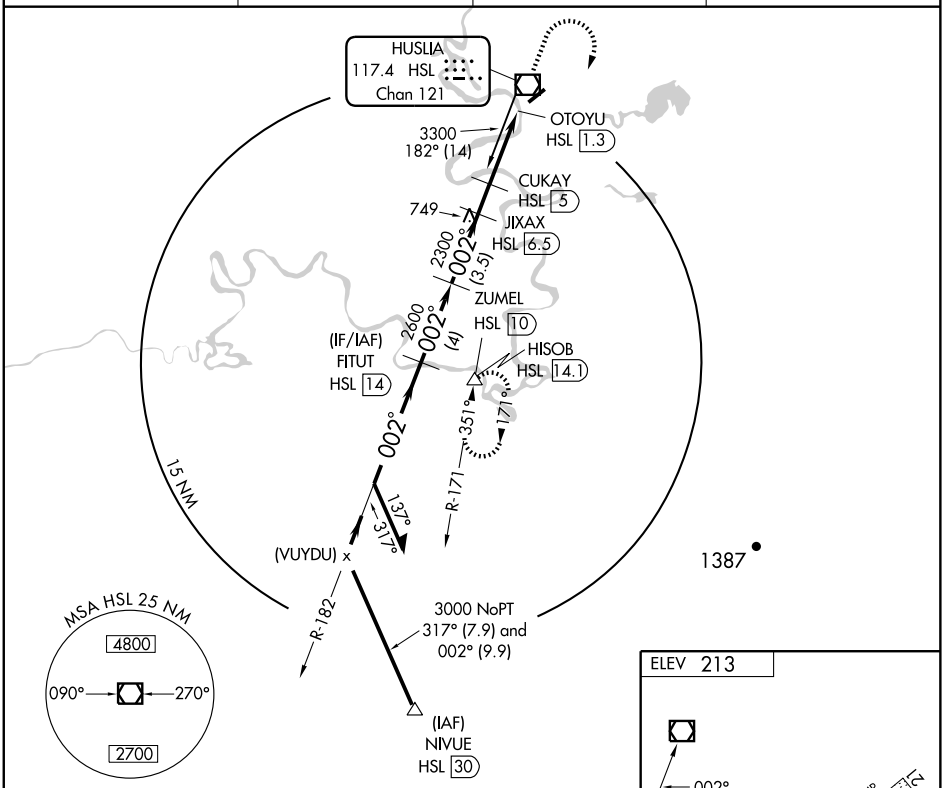
| VOR/DME HSL | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 117.4 | 002° | TDZE | 213 |
| Chan 121 | | Apt Elev | 213 |

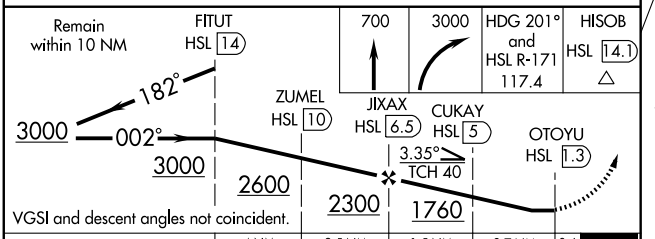
# VOR/DME RWY 3

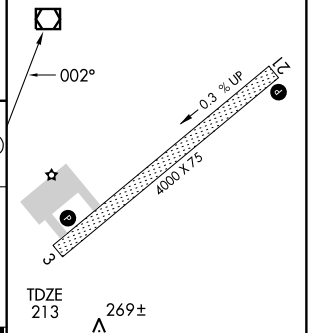
## HUSLIA (HLA) (PAHL)

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 via heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | UNICOM |
|---|---|---|---|
| 135.75 | 127.0 290.2 | 122.40 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 520-1 307 (400-1) | | | |
| CIRCLING | 580-1<br>367 (400-1) | 680-1<br>467 (500-1) | 680-1½<br>467 (500-1½) | 780-2<br>567 (600-2) |

REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

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# RNAV (GPS) RWY 5

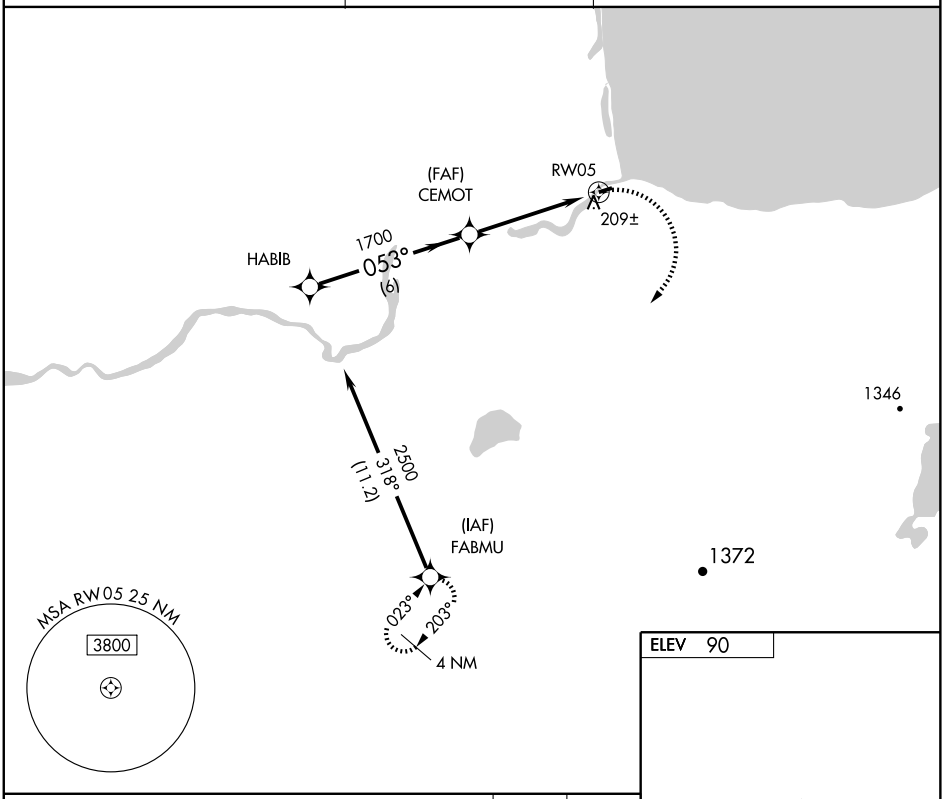
IGIUGIG (IGG)(PAIG)

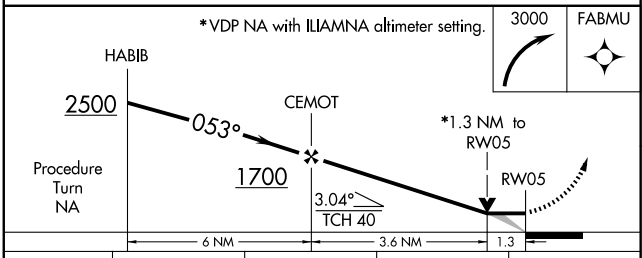
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 053° | TDZE | 90 |
| | Apt Elev | 90 |

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

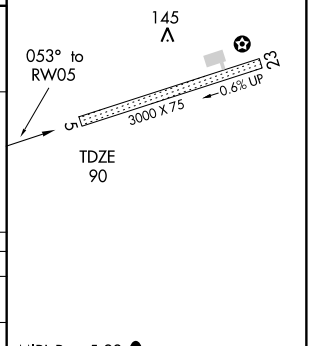
MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.925 | 118.8 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 370 (400-1) | NA | |
| CIRCLING | 520-1<br>430 (500-1) | 540-1<br>450 (500-1) | NA | |




MIRL Rwy 5-23 (L)

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| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 233° | TDZE | 90 |
| | Apt Elev | 90 |

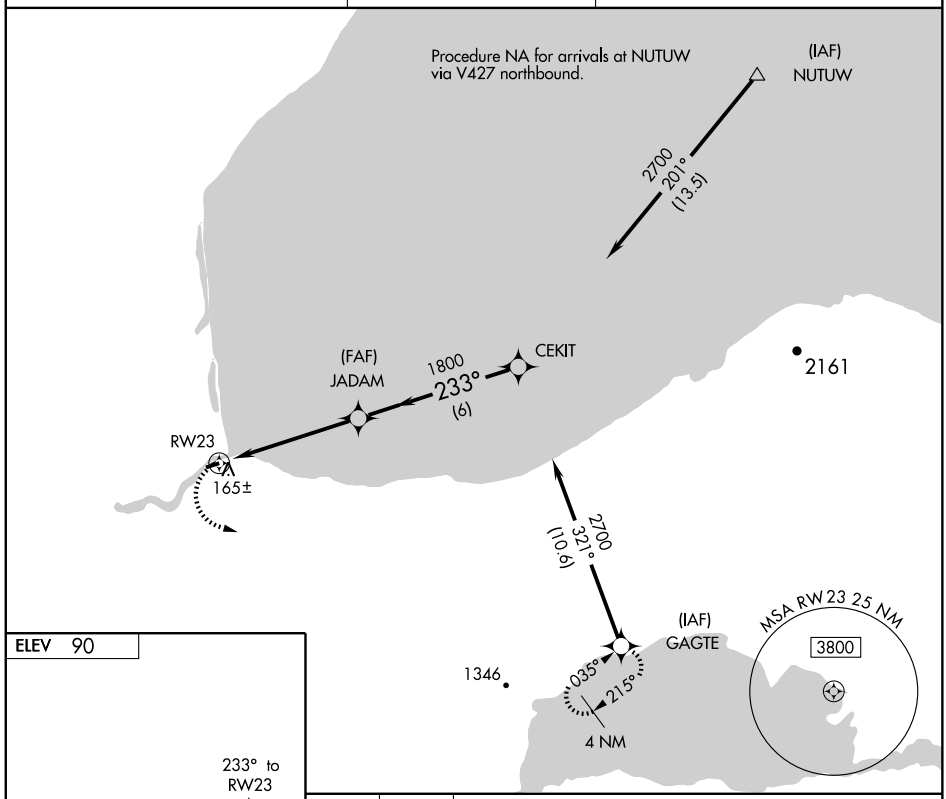
# RNAV (GPS) RWY 23

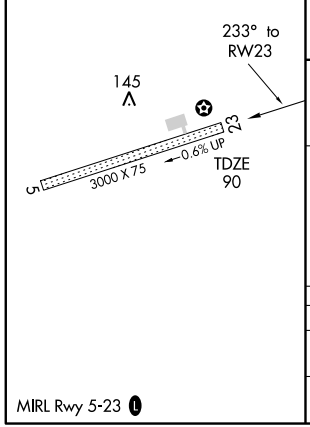
IGIUGIG (IGG)(PAIG)

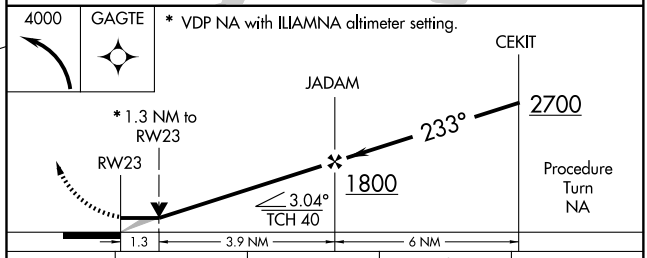
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.925 | 118.8 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 350 (400-1) | | NA | |
| CIRCLING | 520-1 430 (500-1) | 540-1 450 (500-1) | NA | |

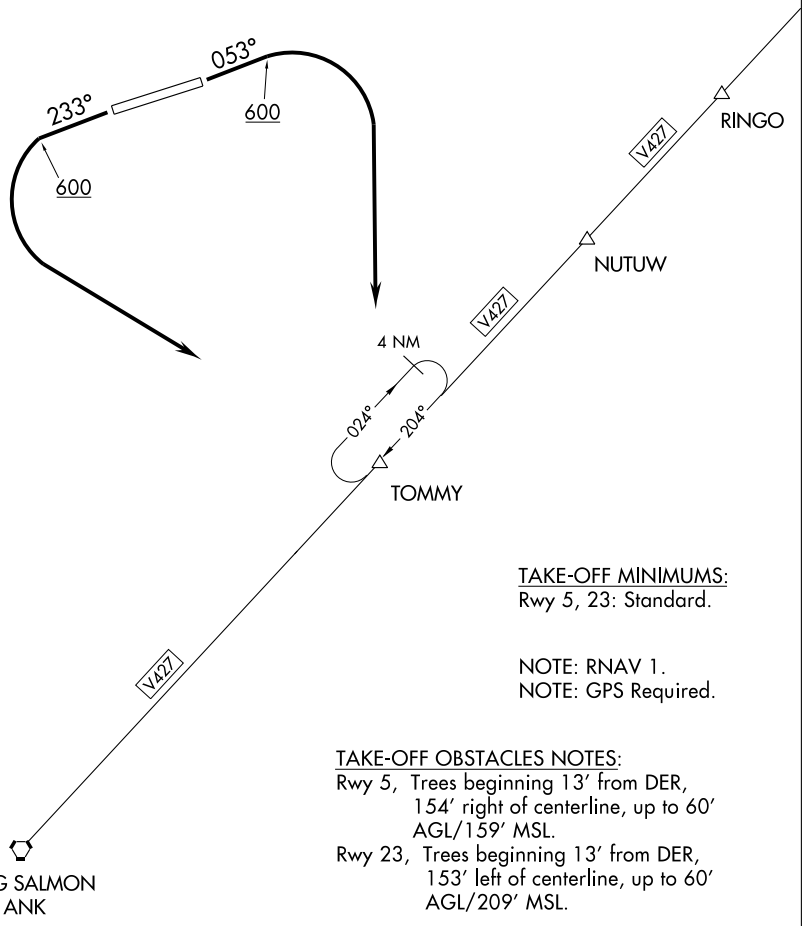
MIRL Rwy 5-23 (L)

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# TOMMY ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
118.8
CTAF 122.9
ASOS
119.925




TAKE-OFF MINIMUMS:
Rwy 5, 23: Standard.

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF OBSTACLES NOTES:
Rwy 5, Trees beginning 13′ from DER, 154′ right of centerline, up to 60′ AGL/159′ MSL.
Rwy 23, Trees beginning 13′ from DER, 153′ left of centerline, up to 60′ AGL/209′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 053° to 600, then right turn direct TOMMY, thence. . . .
TAKE-OFF RWY 23: Climb heading 233° to 600, then left turn direct TOMMY, thence. . . .

. . . .Climb in TOMMY holding pattern to cross at or above MEA for route of flight, before proceeding on course.

| NDB/DME ILI 411 Chan 91 (114.4) | APP CRS 003° | Rwy Idg 4800 TDZE 179 Apt Elev 192 |
|---|---|---|

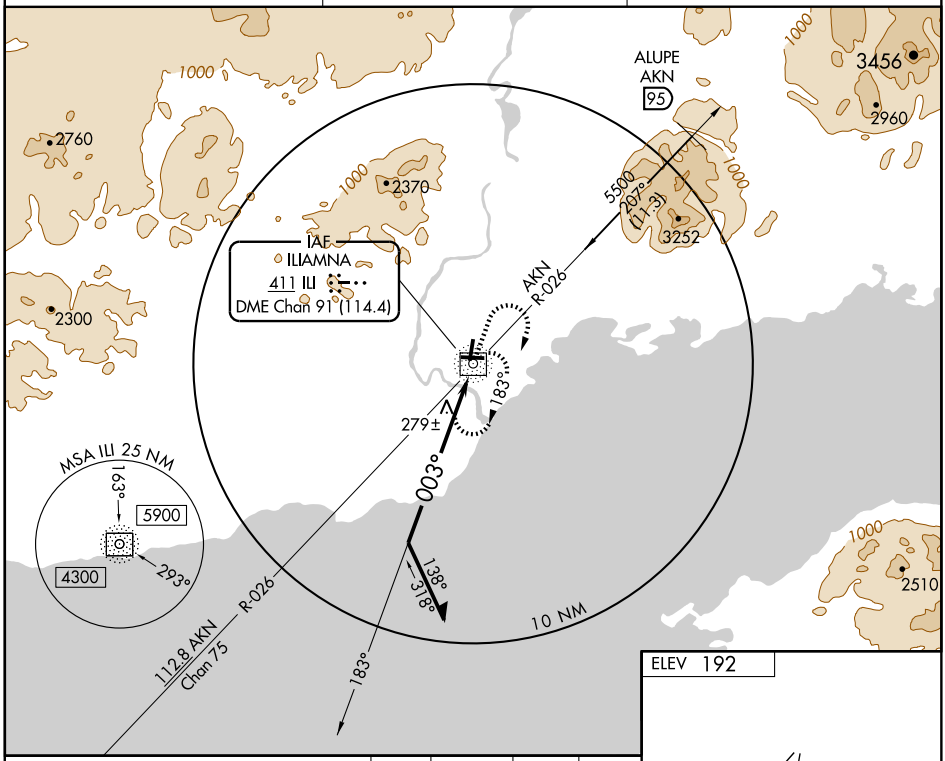
# NDB RWY 35

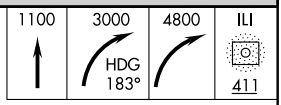
## ILIAMNA (ILI) (PAIL)

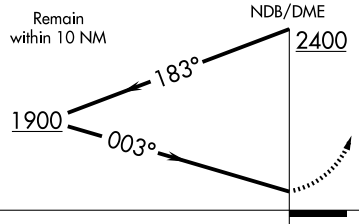
Visibility reduction by helicopters NA.

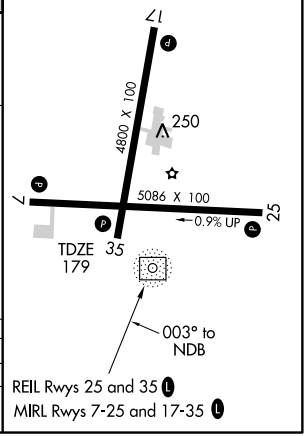
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 183° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.

| ATIS | ANCHORAGE CENTER | ILIAMNA RADIO |
|---|---|---|
| 134.95 | 118.8 | 123.6 (CTAF) L |




REIL Rwys 25 and 35 L

MIRL Rwys 7-25 and 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 680-1 | 501 (500-1) | 680-1½ | 501 (500-1½) |
| CIRCLING | 680-1 | 488 (500-1) | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

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| APP CRS | Rwy Idg | 5086 |
|---|---|---|
| 075° | TDZE | 192 |
| | Apt Elev | 192 |

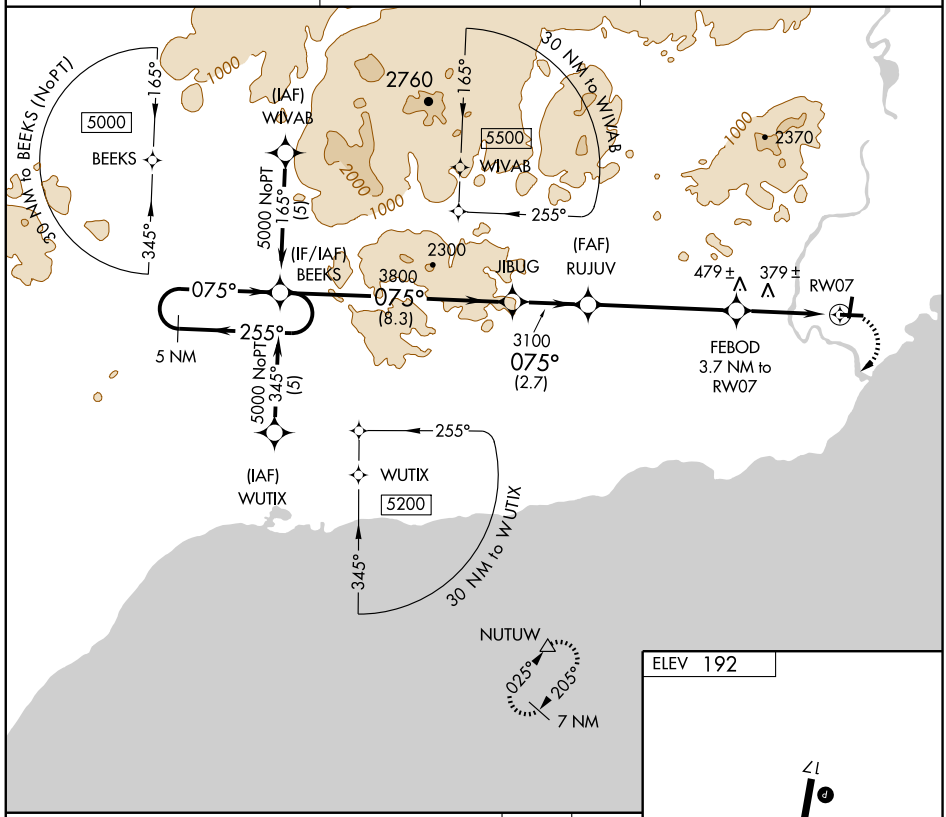
# RNAV (GPS) RWY 7

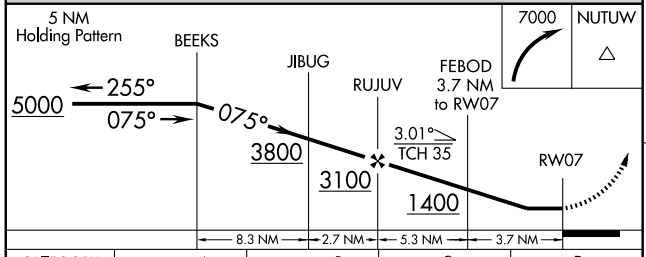
## ILIAMNA (ILI) (PAIL)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

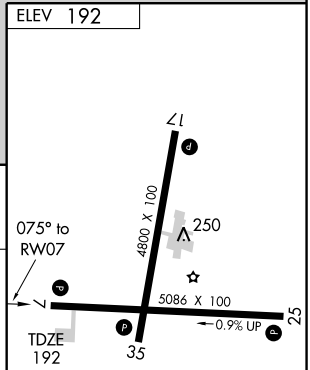
MISSED APPROACH: Climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.

| ATIS | ANCHORAGE CENTER | ILIAMNA RADIO |
|---|---|---|
| 134.95 | 118.8 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 488 (500-1) | | 680-1¼ 488 (500-1¼) | 680-1½ 488 (500-1½) |
| CIRCLING | 680-1 488 (500-1) | | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |




REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 17

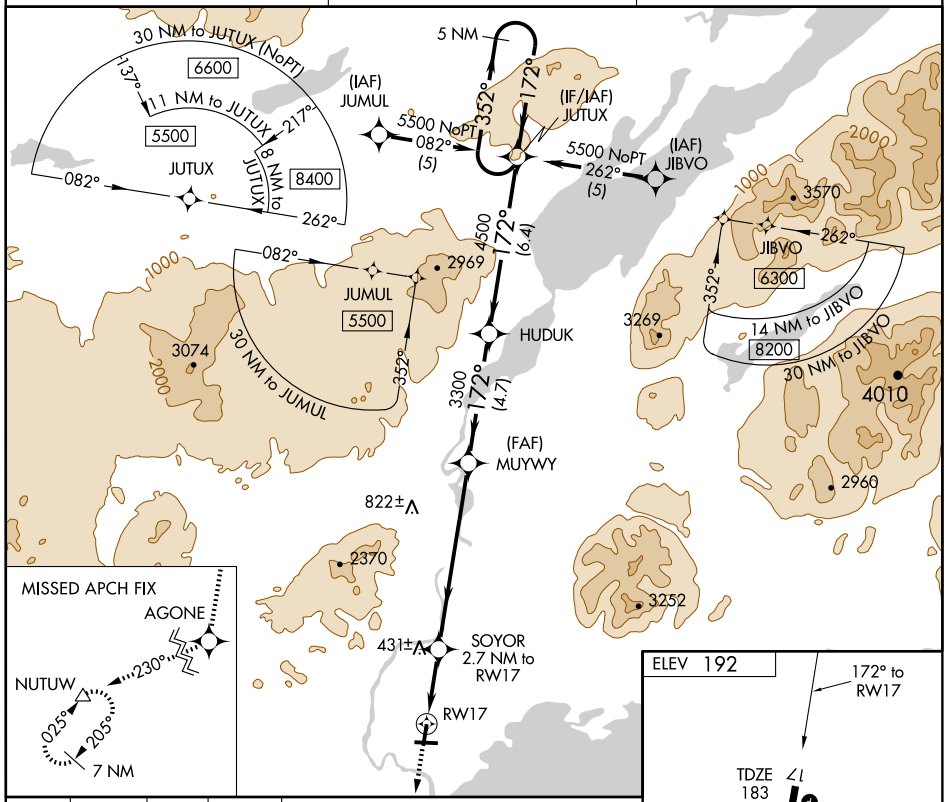
ILIAMNA (ILI) (PAIL)

| APP CRS | Rwy Idg | 4800 |
|---|---|---|
| 172° | TDZE | 183 |
| | Apt Elev | 192 |

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

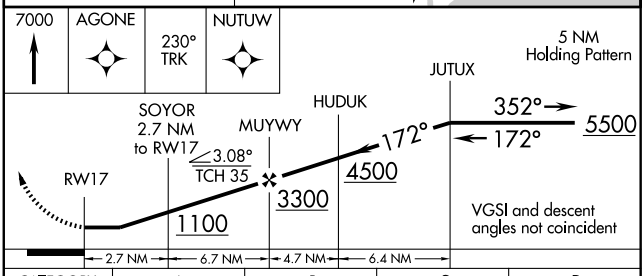
MISSED APPROACH: Climb to 7000 direct AGONE and via 230° track to NUTUW and hold, continue climb-in-hold to 7000.

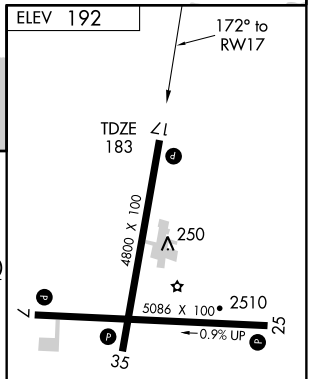
| ATIS | ANCHORAGE CENTER | ILIAMNA RADIO |
|---|---|---|
| 134.95 | 118.8 | 123.6 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 517 (600-1) | | 700-1½ 517 (600-1½) | 700-1¾ 517 (600-1¾) |
| CIRCLING | 700-1 508 (600-1) | | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK. 08 APR 2010 to 03 JUN 2010

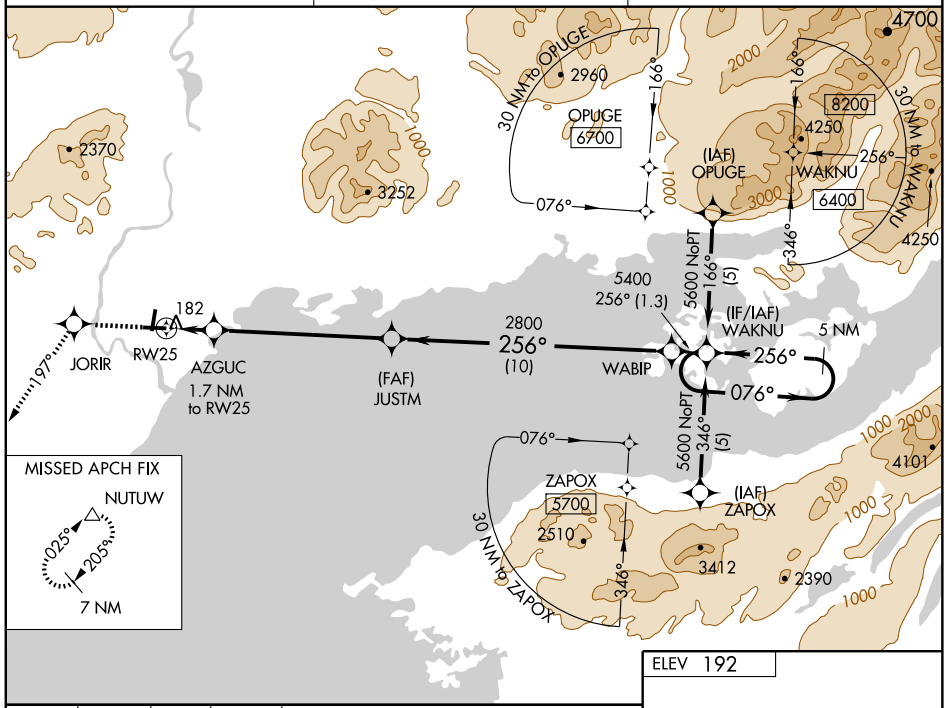
| WAAS CH **45910** **W25A** | APP CRS **256°** | Rwy Idg **5086** TDZE **174** Apt Elev **192** |
|---|---|---|

# RNAV (GPS) RWY 25
ILIAMNA (ILI) (PAIL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

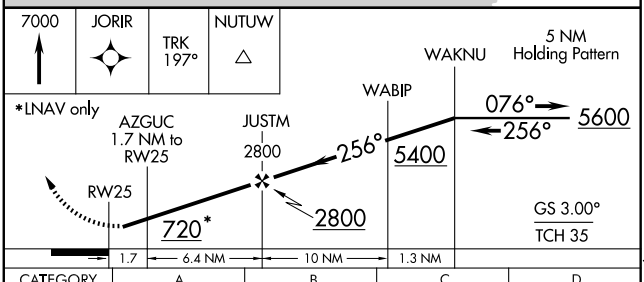
MISSED APPROACH: Climb to 7000 direct JORIR and via 197° track to NUTUW and hold, continue climb-in-hold to 7000.

| ATIS | ANCHORAGE CENTER | ILIAMNA RADIO |
|---|---|---|
| **134.95** | **118.8** | **123.6** (CTAF) L |



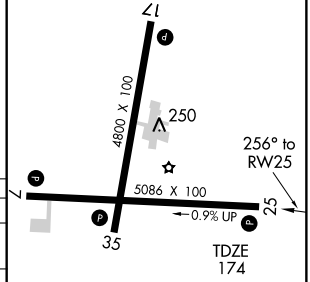

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 424-1 250 (300-1) | | | |
| LNAV/VNAV DA | 441-1 267 (300-1) | | | |
| LNAV MDA | 480-1 306 (300-1) | | | |
| CIRCLING | 680-1 488 (500-1) | | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

ELEV 192




REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK. 08 APR 2010 to 03 JUN 2010

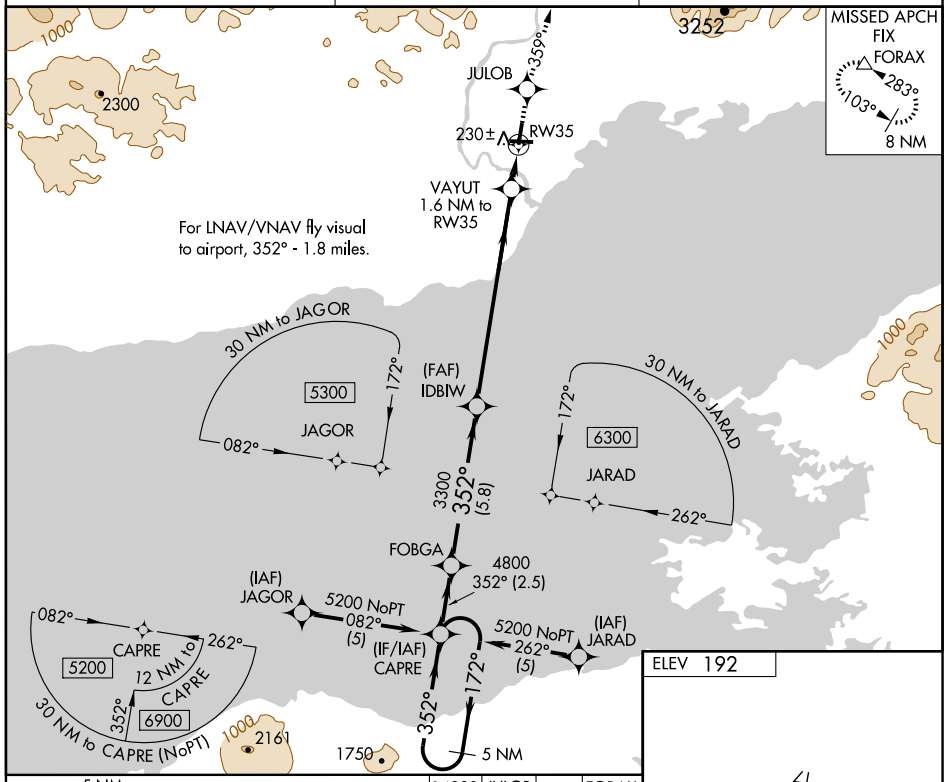
| WAAS | APP CRS | Rwy Idg | 4800 |
|---|---|---|---|
| CH 82110 | 352° | TDZE | 179 |
| W35A | | Apt Elev | 192 |

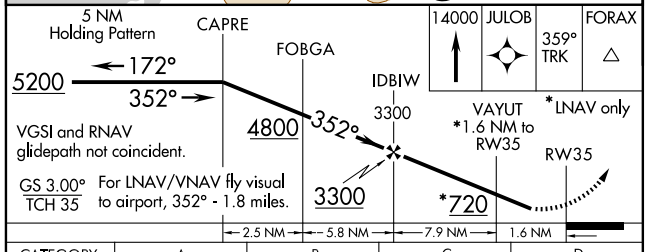
# RNAV (GPS) RWY 35
## ILIAMNA (ILI) (PAIL)

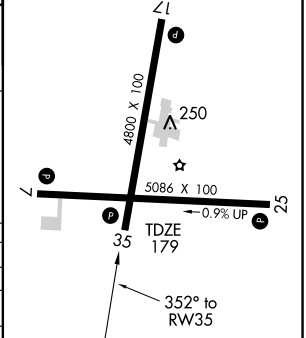
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 14000 direct JULOB and via 359° track to FORAX and hold, continue climb-in-hold to 14000.

| ATIS | ANCHORAGE CENTER | ILIAMNA RADIO |
|---|---|---|
| 134.95 | 118.8 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 429-1 250 (300-1) | | | |
| LNAV/VNAV DA | 790-2 611 (600-1) | | | |
| LNAV MDA | 540-1 361 (400-1) | | | 540-1¼ 361 (400-1¼) |
| CIRCLING | 680-1 488 (500-1) | | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

09295

# AIRPORT DIAGRAM

AL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA

ATIS
135.2
JUNEAU TOWER★
118.7 278.3
GND CON
121.9
CLNC DEL
121.9

VAR 23.3° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.3° W

1514±

58° 22′N

TERMINAL & TWR

AIRCRAFT RESCUE FIRE

ELEV 21

B-1 B B-2 A C C-1 D-1 H D A D-2 E-1 E A F F-1 A G

8W 81.5°

FIELD ELEV 21

8457 X 150

4900 X 450

SEAPLANE LANDING AREA

26W 261.6° 26

ELEV 20

58° 21′N

RWY 8-26
S75, D200, ST175, DT340,
DDT500

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

134°36′W 134°35′W 134°34′W 134°33′W

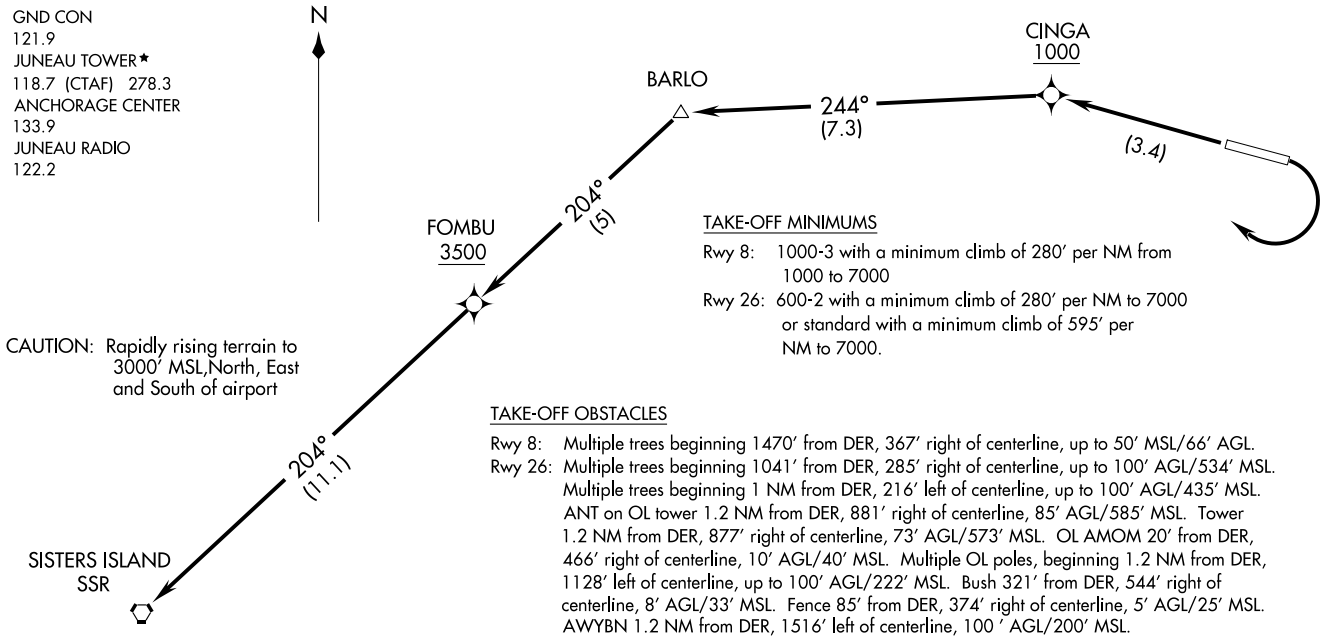
AK, 08 APR 2010 to 03 JUN 2010

# CINGA THREE DEPARTURE (RNAV) (OBSTACLE)

(CINGA3.CINGA) 08325 SL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA

ATIS 135.2
GND CON
121.9
JUNEAU TOWER★
118.7 (CTAF) 278.3
ANCHORAGE CENTER
133.9
JUNEAU RADIO
122.2




CAUTION: Rapidly rising terrain to 3000′ MSL,North, East and South of airport

TAKE-OFF MINIMUMS

Rwy 8: 1000-3 with a minimum climb of 280′ per NM from 1000 to 7000

Rwy 26: 600-2 with a minimum climb of 280′ per NM to 7000 or standard with a minimum climb of 595′ per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ MSL/66′ AGL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/534′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. ANT on OL tower 1.2 NM from DER, 881′ right of centerline, 85′ AGL/585′ MSL. Tower 1.2 NM from DER, 877′ right of centerline, 73′ AGL/573′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100 ′ AGL/200′ MSL.

NOTE: Aircraft departing SSR VORTAC northwest bound on V428 require a minimum climb of 340 feet per NM to 8500.

NOTE: 1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Turn right as soon as practical. Climb in visiual conditions direct CINGA (visual conditions must be maintained from takeoff until established over CINGA at or above 1000 MSL); cross CINGA at or above 1000 MSL, thence . . . .

TAKE-OFF RWY 26: Climb direct CINGA, thence . . . .

. . . . Then via 244° track to BARLO, then via 204° track to cross FOMBU at or above 3500′, then via 204° track to cross SSR VORTAC at or above MEA for direction of flight.

# CUSHI FOUR DEPARTURE

SL-1191 (FAA)

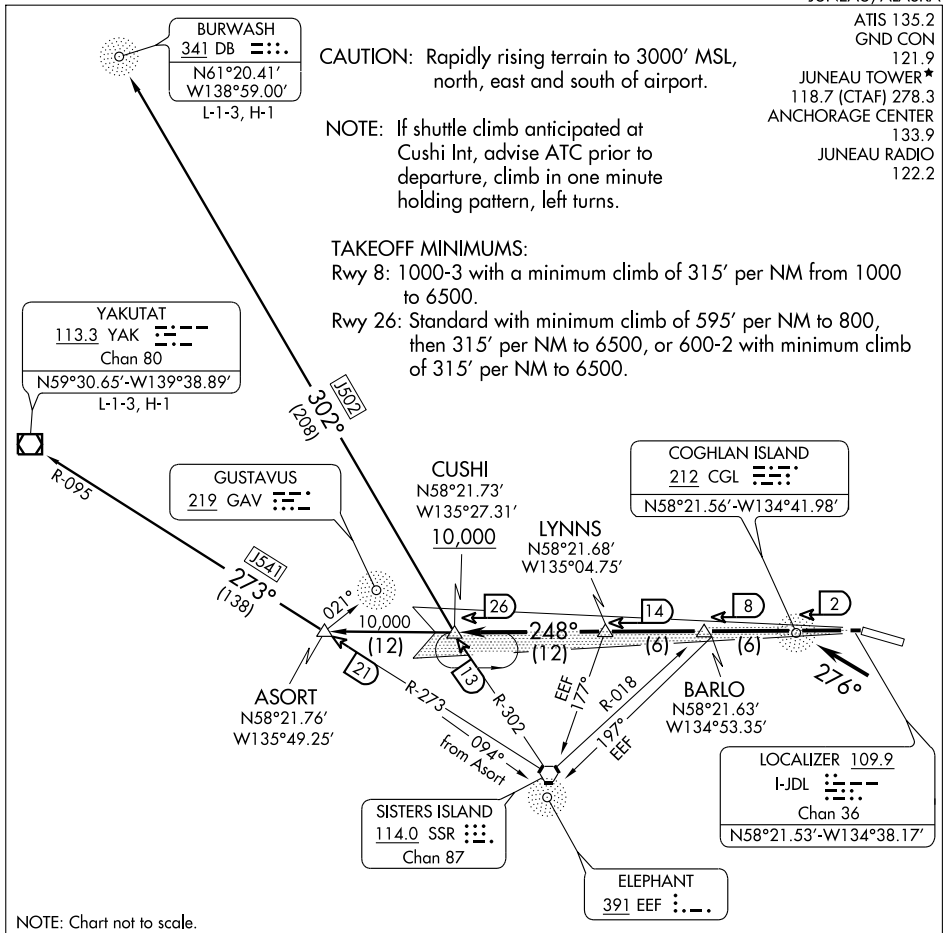
JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

ATIS 135.2
GND CON 121.9
JUNEAU TOWER★ 118.7 (CTAF) 278.3
ANCHORAGE CENTER 133.9
JUNEAU RADIO 122.2

CAUTION: Rapidly rising terrain to 3000′ MSL, north, east and south of airport.

NOTE: If shuttle climb anticipated at Cushi Int, advise ATC prior to departure, climb in one minute holding pattern, left turns.

TAKEOFF MINIMUMS:
Rwy 8: 1000-3 with a minimum climb of 315′ per NM from 1000 to 6500.
Rwy 26: Standard with minimum climb of 595′ per NM to 800, then 315′ per NM to 6500, or 600-2 with minimum climb of 315′ per NM to 6500.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME. Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10,000, Thence . . . . . via (transition).

BURWASH TRANSITION (CUSHI4.DB): From over CUSHI INT via J502 to DB NDB.

YAKUTAT TRANSITION (CUSHI4.YAK): From over CUSHI INT via CGL or I-JDL W course 248° bearing to ASORT INT, thence via J541 to YAK VORTAC.

## TAKEOFF OBSTACLES

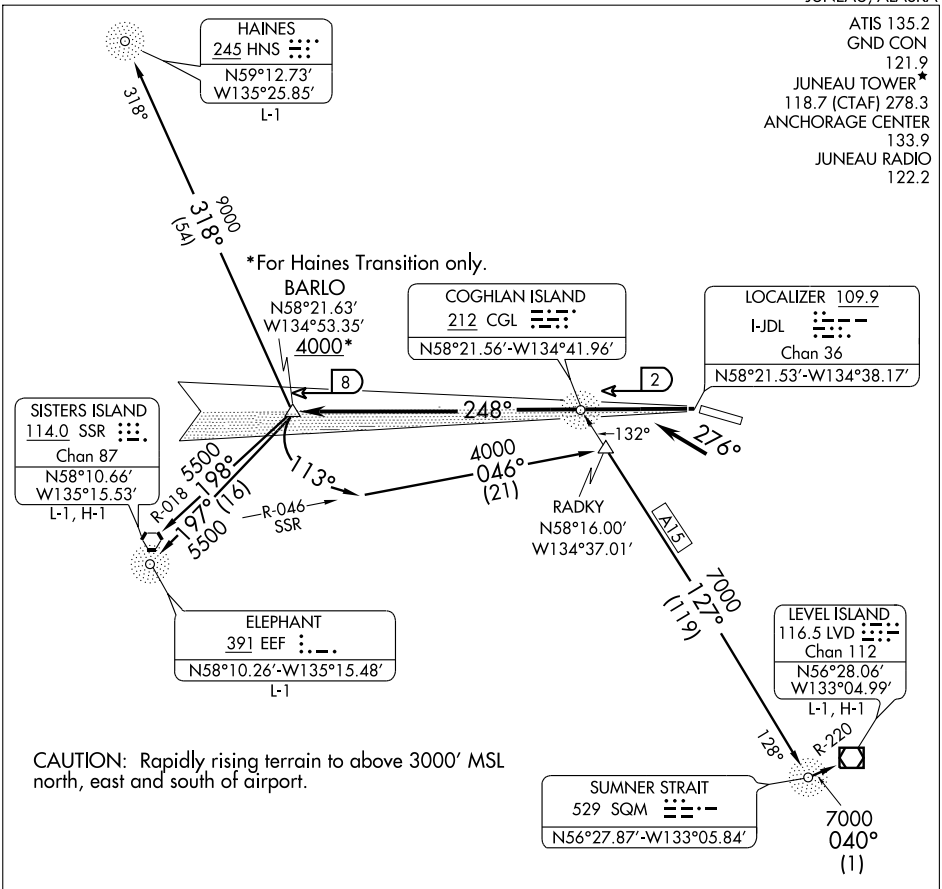
Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

# JUNEAU FOUR DEPARTURE

SL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA




CAUTION: Rapidly rising terrain to above 3000′ MSL north, east and south of airport.

NOTE: SSR/EEF TRANSITION: Minimum climb of 363′ per NM to 3100.

LVD and SQM transitions: Minimum climb of 370′ per NM to 4900′.

HNS transition: minimum climb of 428′ per NM to 4000′.

TAKEOFF MINIMUMS:

Rwy 8: 1000-3 with minimum climb from 1000 as stated per transition.

Rwy 26: Standard with minimum climb of 595′ per NM to 800, then as stated per transition, or 600-2 with minimum climb as stated per transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); Cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME, Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to BARLO INT/I-JDL 8 DME, Thence . . . . via (transition).

HAINES TRANSITION (JNU4.HNS): From over BARLO INT via HNS bearing 318° to HNS NDB.

LEVEL ISLAND TRANSITION (JNU4.LVD): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB, then via SQM NDB bearing 040° and LVD R-220 to LVD VOR/DME.

SISTERS ISLAND/ELEPHANT TRANSITION (JNU4.SSR): From over BARLO INT via SSR R-018 to SSR VORTAC, or from over BARLO INT via EEF bearing 017° to EEF NDB.

SUMNER STRAIT TRANSITION (JNU4.SQM): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB.

### TAKEOFF OBSTACLES

Rwy 8: Multiple trees begining 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

AK, 08 APR 2010 to 03 JUN 2010

| LOC I-JDL | APP CRS | Rwy Idg | 8457 |
|---|---|---|---|
| 109.9 | 068° | TDZE | 21 |
| Chan 36 | | Apt Elev | 21 |

# LDA X RWY 8

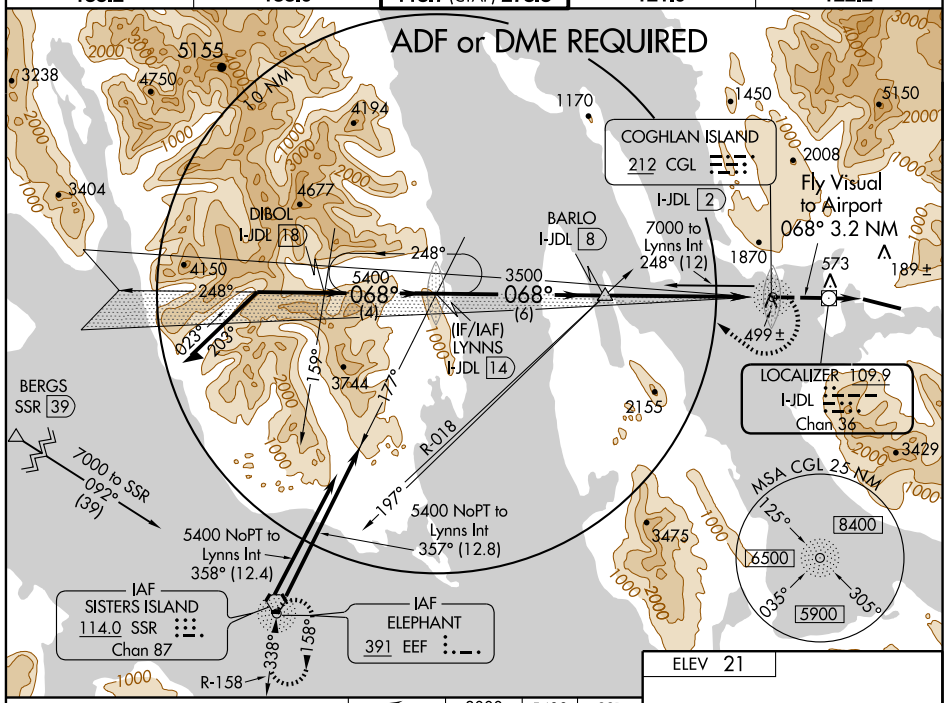
## JUNEAU INTL (JNU)(PAJN)

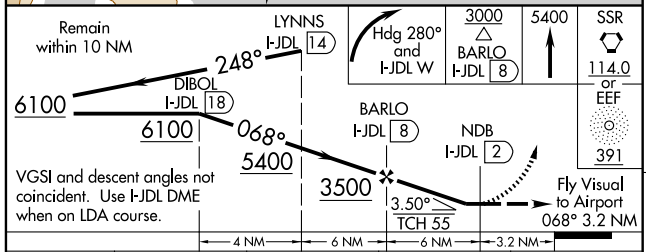
Circling NA north of Rwy 8/26. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. For night circling, if runway lights not visible over MAP, execute missed approach.

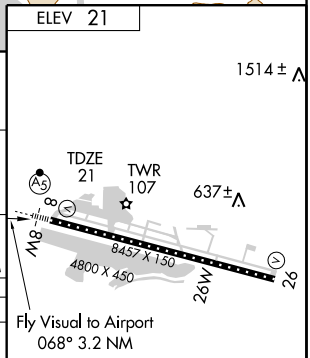
MALSR

MISSED APPROACH: Immediate climbing right turn via heading 280° and I-JDL west course to cross BARLO Int/I-JDL 8 DME at or above 3000. Continue climb to 5400 direct SSR VORTAC or EEF NDB and hold.

| ATIS | ANCHORAGE CENTER | JUNEAU TOWER★ | GND CON | JUNEAU RADIO |
|---|---|---|---|---|
| 135.2 | 133.9 | 118.7 (CTAF) 278.3 | 121.9 | 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2120-4<br>2099 (2100-4) | 2700-4<br>2679 (2700-4) | 3200-4<br>3179 (3200-4) | 3440-4<br>3419 (3500-4) |
| CIRCLING | 2120-4<br>2099 (2100-4) | 2700-4<br>2679 (2700-4) | 3200-4<br>3179 (3200-4) | 3440-4<br>3419 (3500-4) |
| NIGHT MINIMUMS | | | | |
| S-8 | 2120-4<br>2099 (2100-4) | 2700-4<br>2679 (2700-4) | 3200-4<br>3179 (3200-4) | 3440-4<br>3419 (3500-4) |
| CIRCLING | 3000-5<br>2979 (3000-5) | 3000-10<br>2979 (3000-10) | 3200-10<br>3179 (3200-10) | 3440-10<br>3419 (3500-10) |

REIL Rwy 26
HIRL Rwy 8-26

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 8457 |
|---|---|---|
| 067° | TDZE | 21 |
| | Apt Elev | 21 |

# RNAV (GPS) V RWY 8

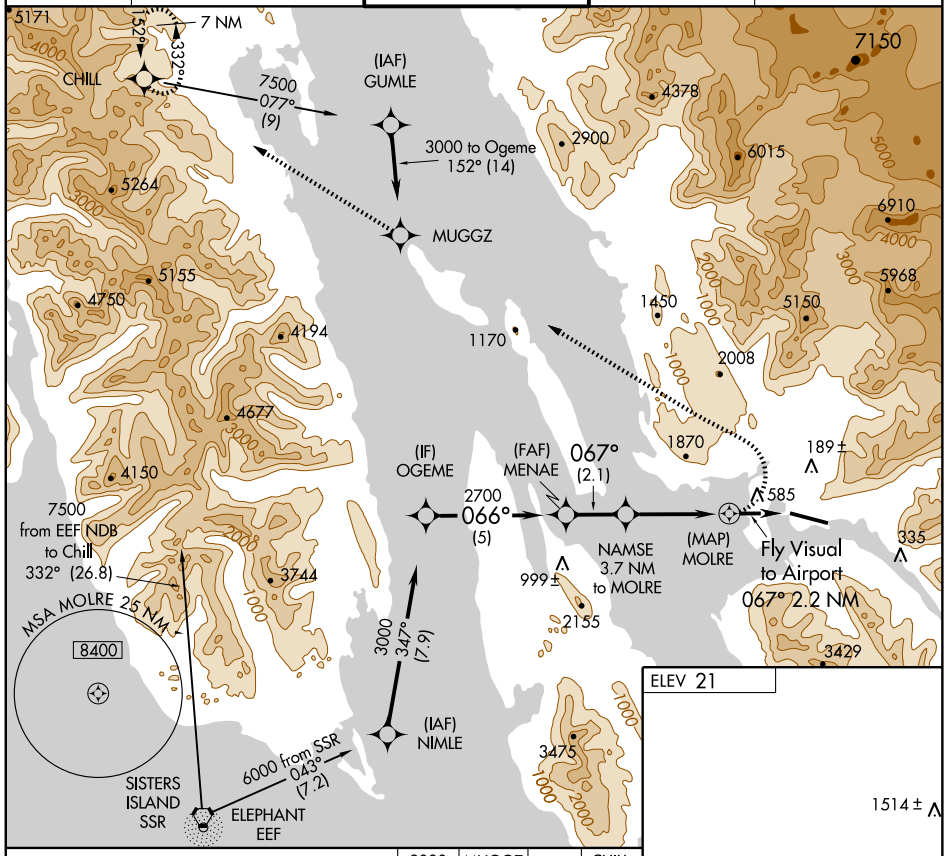
## JUNEAU INTL (JNU)(PAJN)

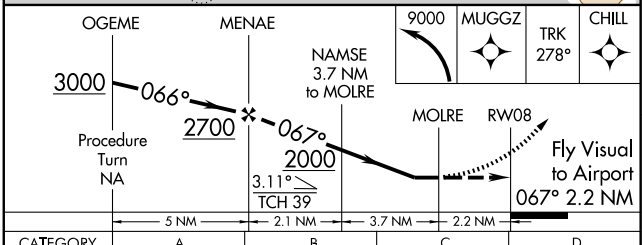
Circling NA at night. Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Lead-in lights not aligned with final approach course.

MALSR

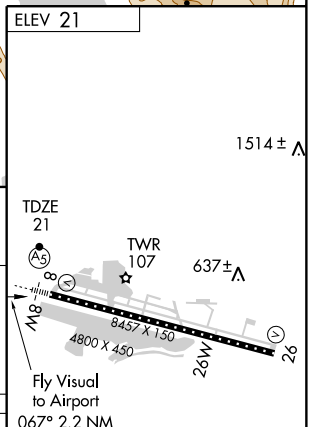
MISSED APPROACH: Climbing left turn to 9000 direct MUGGZ and via 278° track to CHILL and hold, continue climb-in-hold to 9000.

| ATIS | ANCHORAGE CENTER | JUNEAU TOWER★ | GND CON | JUNEAU RADIO |
|---|---|---|---|---|
| 135.2 | 133.9 | 118.7 (CTAF) 278.3 | 121.9 | 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1880-2 1859 (1900-2) | | NA | |
| CIRCLING | 1880-2½ 1859 (1900-2½) | | NA | |




REIL Rwy 26
HIRL Rwy 8-26

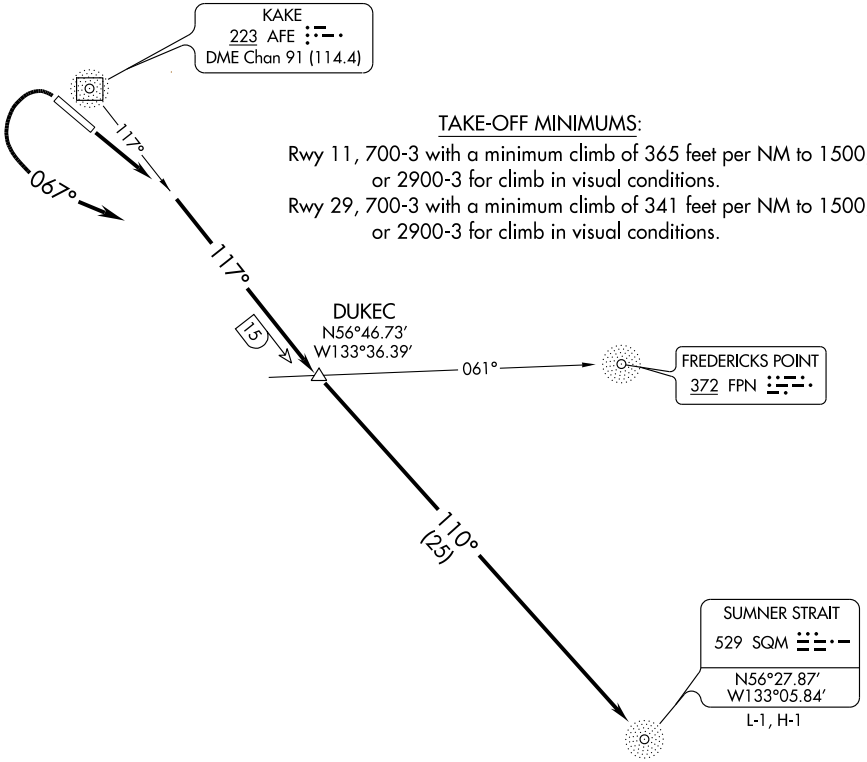
AK. 08 APR 2010 to 03 JUN 2010

# KAKE TWO DEPARTURE (OBSTACLE)



ANCHORAGE CENTER
132.175

NOTE: Chart not to scale.




TAKE-OFF MINIMUMS:

Rwy 11, 700-3 with a minimum climb of 365 feet per NM to 1500, or 2900-3 for climb in visual conditions.

Rwy 29, 700-3 with a minimum climb of 341 feet per NM to 1500, or 2900-3 for climb in visual conditions.

TAKE-OFF OBSTACLES:

Rwy 11: Terrain beginning 324' from DER, 499' left of centerline, up to 399' MSL. Treeline beginning at DER, 330' right of centerline, up to 148' AGL/547' MSL.

Rwy 29: Treeline beginning at DER, 312' left of centerline, up to 148' AGL/347' MSL. Treeline beginning 1055' from DER, on centerline, up to 148' AGL/247' MSL. Ship 1645' from DER, 916' left of centerline, up to 200' AGL/200' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb to 5000 via 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

TAKE-OFF RWY 29: Climbing left turn to 5000 via heading 067° and 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

AK, 08 APR 2010 to 03 JUN 2010

| NDB/DME AFE 223 Chan 91 (114.4) | APP CRS 085° | Rwy Idg 4000 TDZE 166 Apt Elev 172 |
|---|---|---|

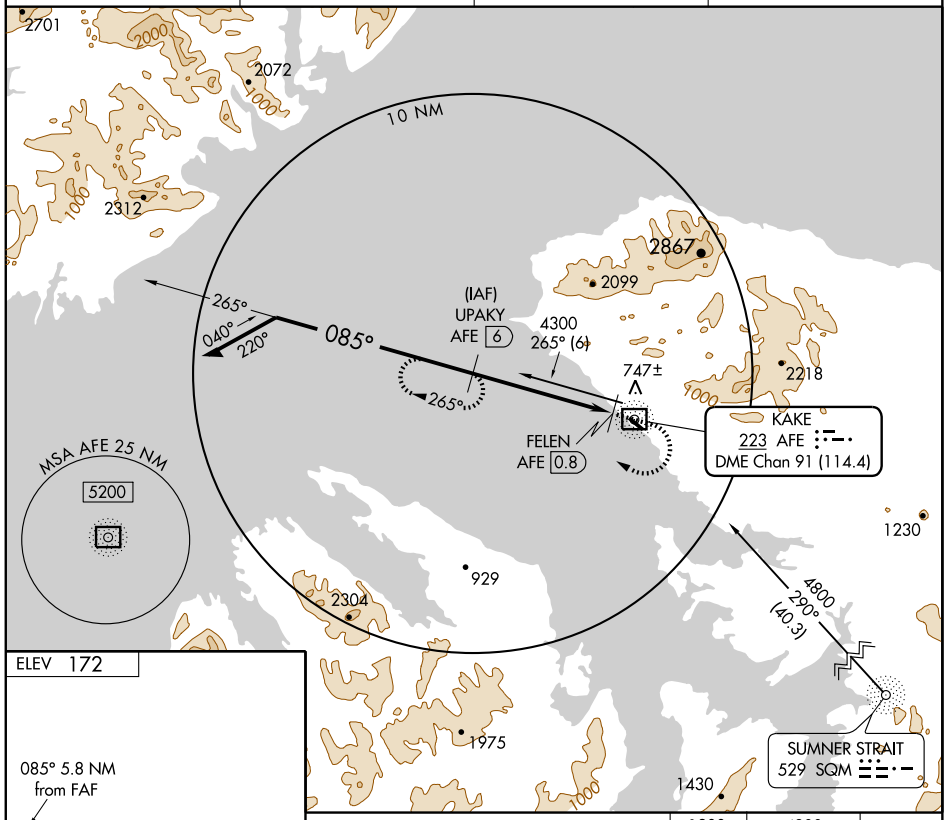
# NDB/DME RWY 11

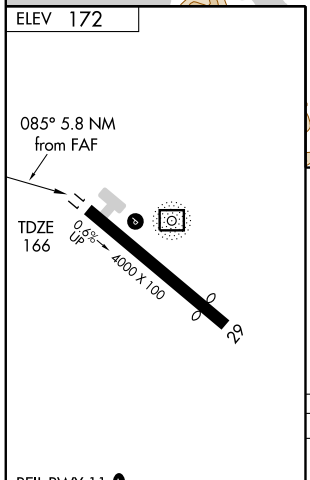
KAKE (AFE)(PAFE)

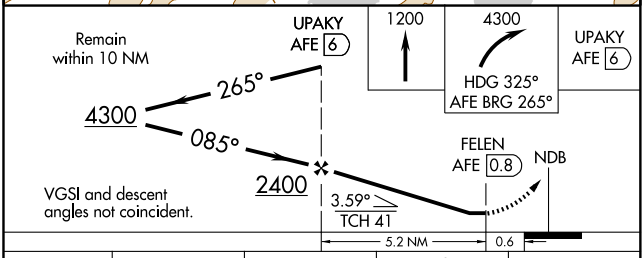
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 via heading 325° and AFE bearing 265° to UPAKY/6 DME and hold.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 135.25 | 132.175 | 121.3 122.65 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1100-1¼ 934 (1000-1¼) | | 1100-2¾ 934 (1000-2¾) | NA |
| CIRCLING | 1100-1¼ 928 (1000-1¼) | | 1100-2¾ 928 (1000-2¾) | NA |

REIL RWY 11 L
MIRL RWY 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 11

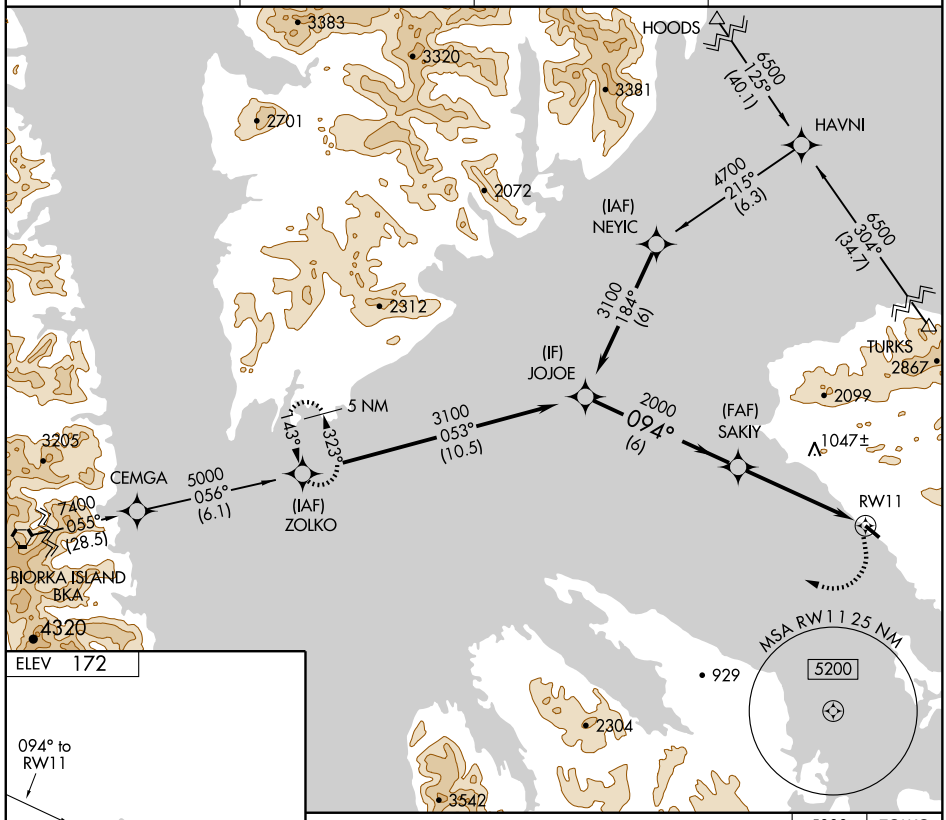
KAKE (AFE)(PAFE)

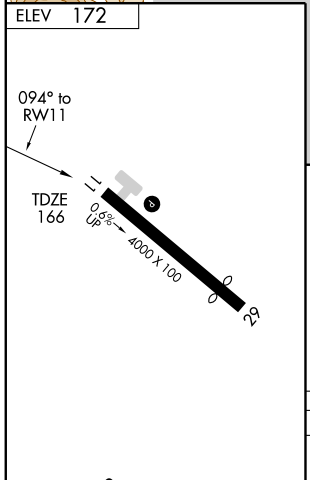
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 094° | 4000 | 166 | 172 |

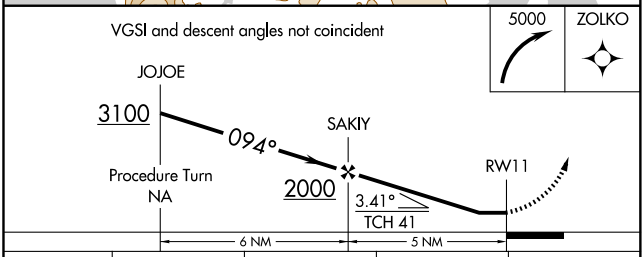
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received , use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 135.25 | 132.175 | 121.3 122.65 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1¼<br>954 (1000-1¼) | 1120-1½<br>954 (1000-1½) | 1120-3<br>954 (1000-3) | NA |
| CIRCLING | 1120-1¼<br>948 (1000-1¼) | 1120-1½<br>948 (1000-1½) | 1120-3<br>948 (1000-3) | NA |

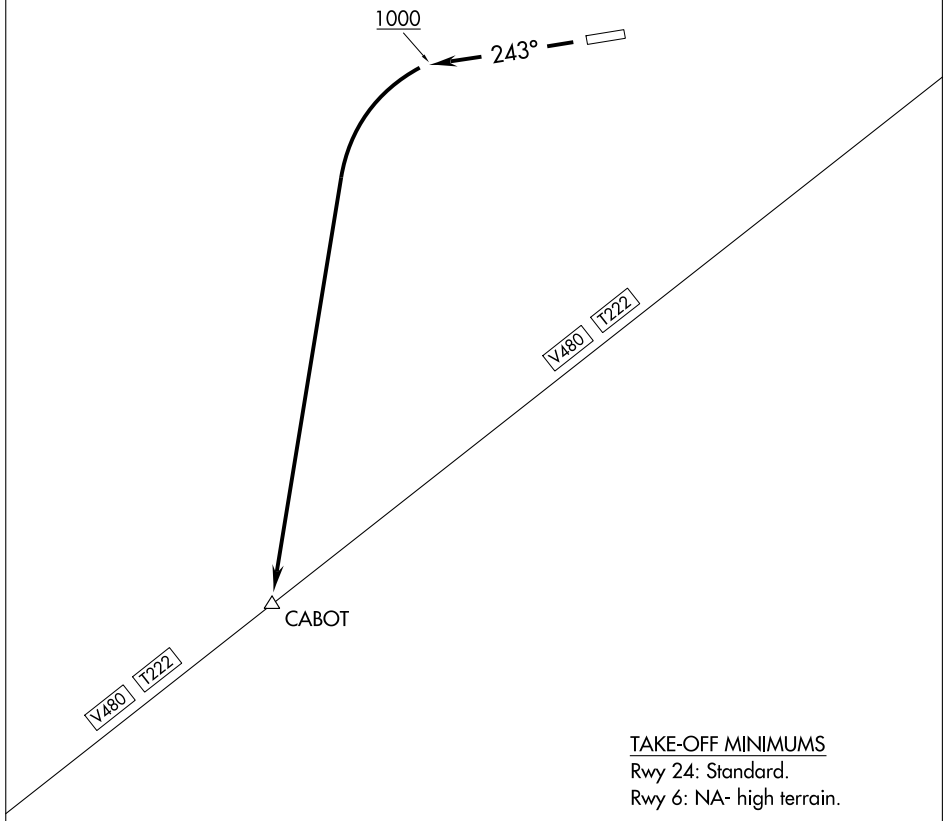
REIL Rwy 11 L
MIRL Rwy 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

# CABOT ONE DEPARTURE (RNAV)

KALSKAG (KLG) (PALG)
KALSKAG, ALASKA

ANCHORAGE CENTER
118.15 251.05
ASOS 119.025
CTAF 122.8




TAKE-OFF MINIMUMS
Rwy 24: Standard.
Rwy 6: NA- high terrain.

TAKE-OFF OBSTACLE NOTES
Rwy 24: Numerous trees beginning 1000′ from DER, on centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 750′ from DER, 500′ right of centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 960′ left of centerline, up to 100′ AGL/154′ MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

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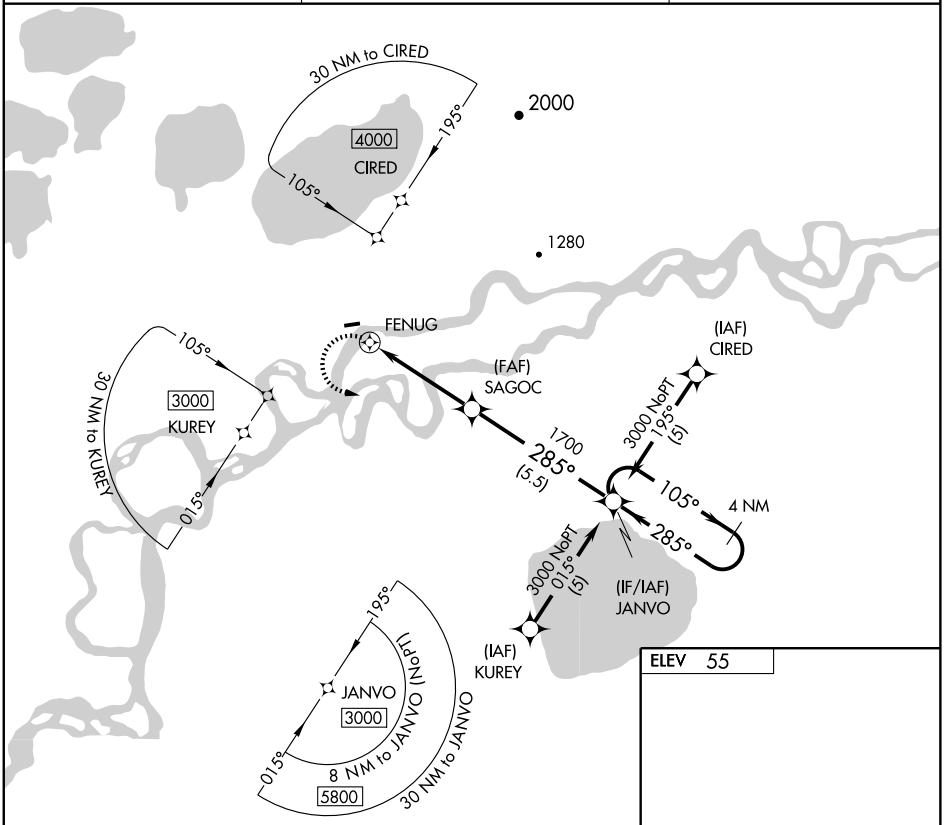
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 285° | TDZE | N/A |
| | Apt Elev | 55 |

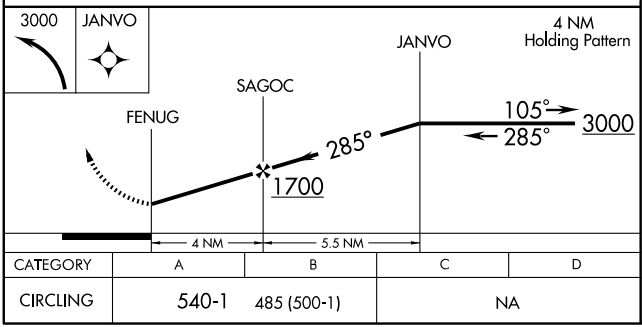
# RNAV (GPS)-A
## KALSKAG (KLG)(PALG)

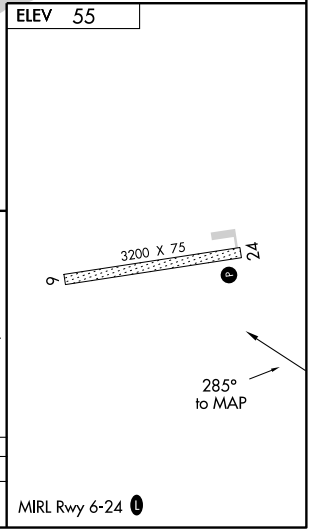
Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct JANVO WP and hold.

| ASOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 119.025 | 118.15 251.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1 | 485 (500-1) | NA | |

MIRL Rwy 6-24 L

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 063° | TDZE | 55 |
| | Apt Elev | 55 |

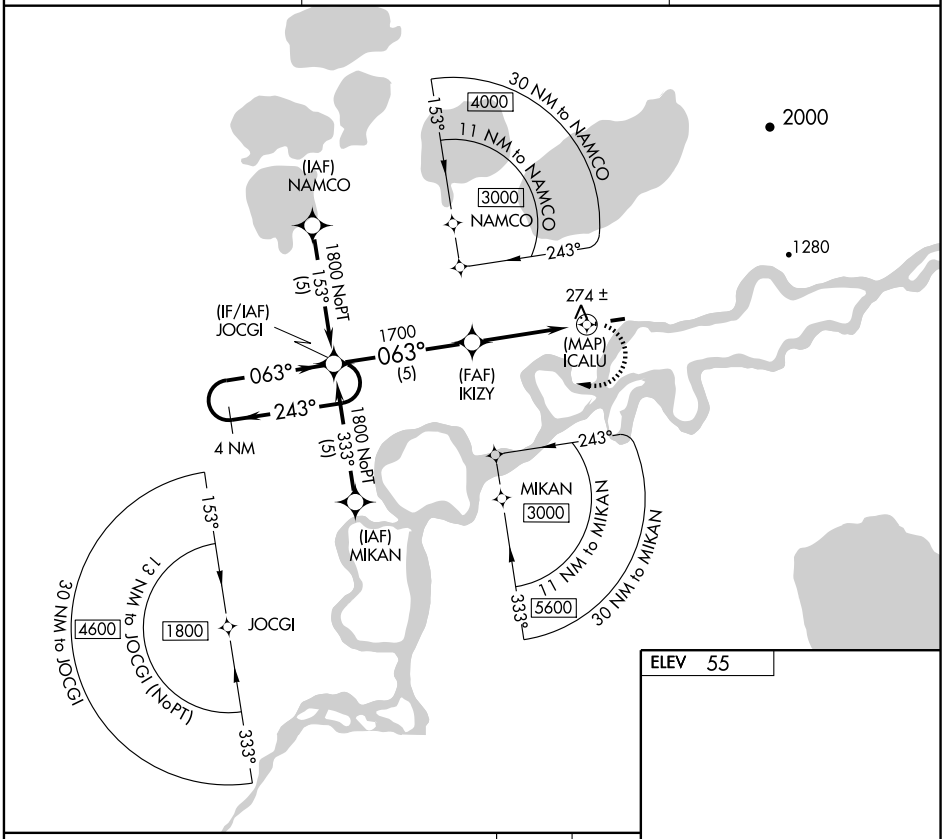
# RNAV (GPS) RWY 6

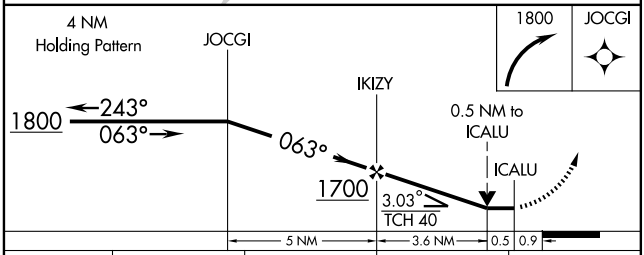
KALSKAG (KLG)(PALG)

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet. VDP NA when using ANIAK altimeter setting.

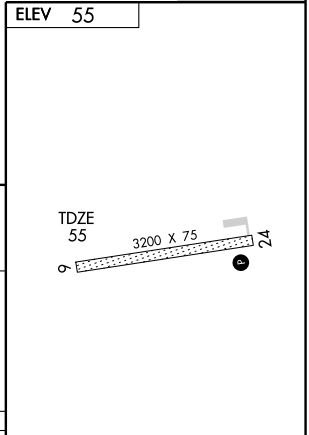
MISSED APPROACH: Climbing right turn to 1800 direct JOCGI WP and hold.

| ASOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 119.025 | 118.15 251.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 485 (500-1) | NA | |
| CIRCLING | 540-1 | 485 (500-1) | NA | |




MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

# IPOXE ONE DEPARTURE (RNAV)

SL-10158 (FAA)



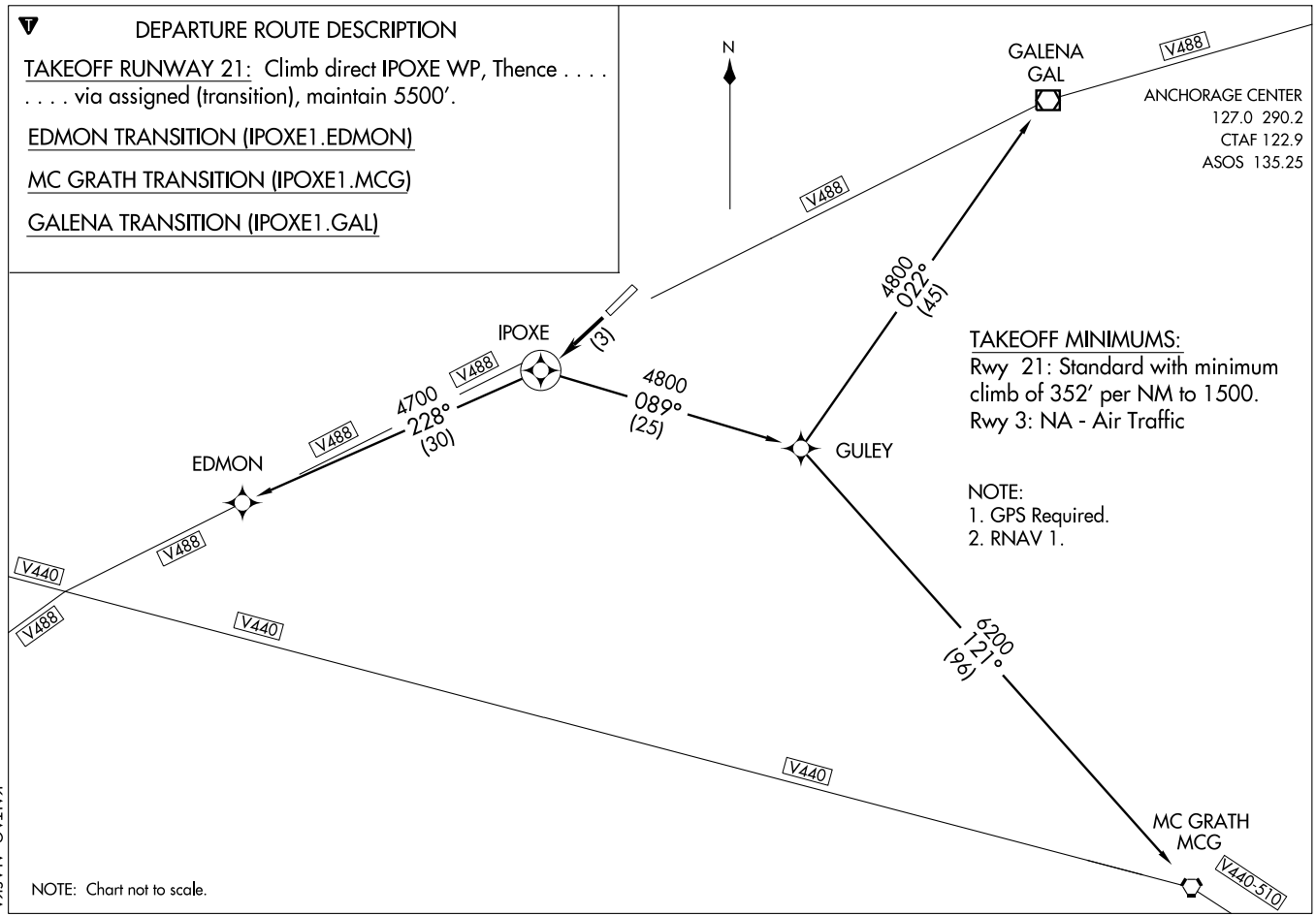
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb direct IPOXE WP, Thence . . . . . via assigned (transition), maintain 5500'.

EDMON TRANSITION (IPOXE1.EDMON)

MC GRATH TRANSITION (IPOXE1.MCG)

GALENA TRANSITION (IPOXE1.GAL)



# KACLE ONE DEPARTURE (RNAV) (KACLE1.KACLE) 09239

SL-10158 (FAA)

KALTAG (KAL) (PAKV)

KALTAG, ALASKA

## DEPARTURE ROUTE DESCRIPTION

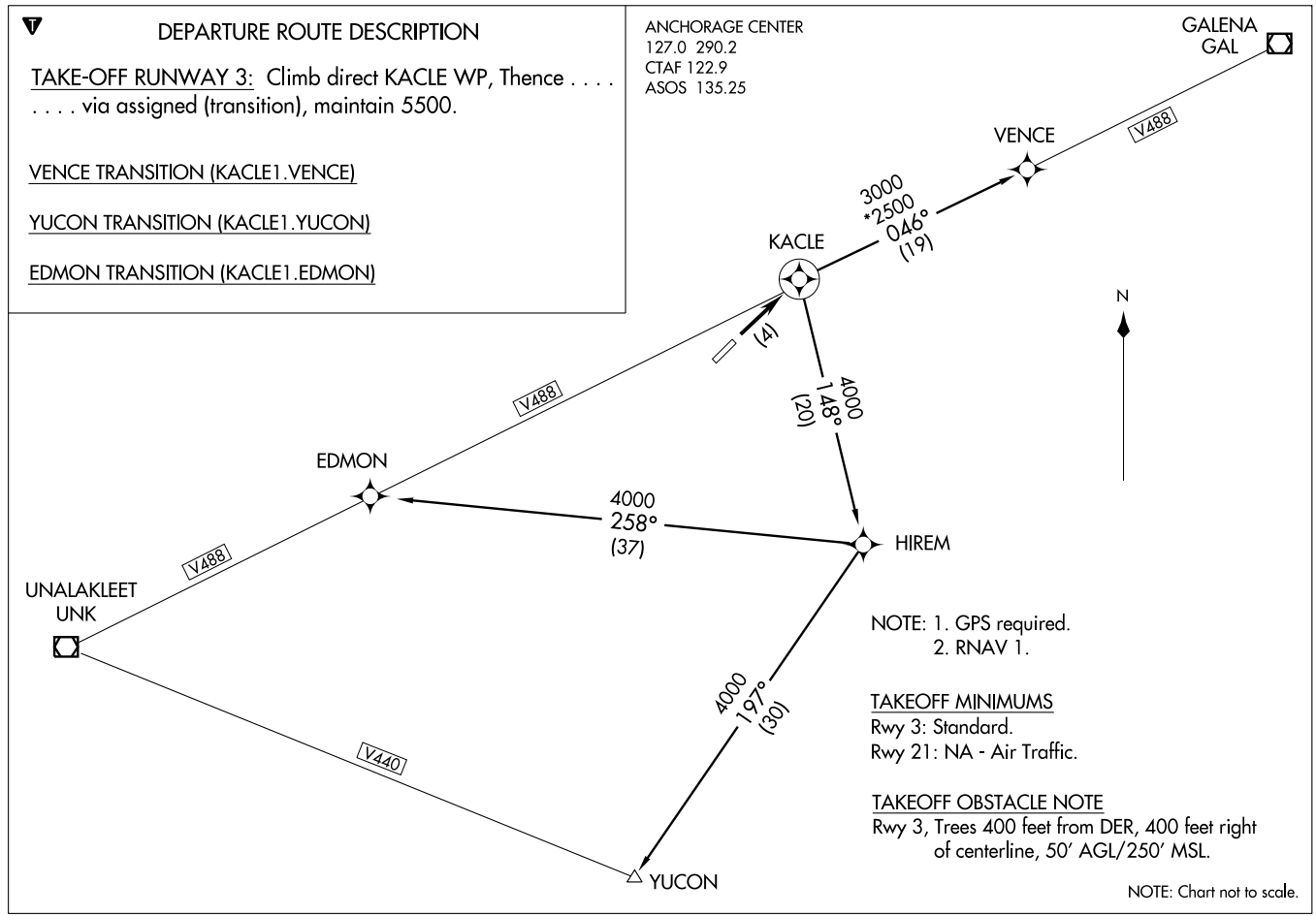
TAKE-OFF RUNWAY 3: Climb direct KACLE WP, Thence . . . . . via assigned (transition), maintain 5500.

VENCE TRANSITION (KACLE1.VENCE)

YUCON TRANSITION (KACLE1.YUCON)

EDMON TRANSITION (KACLE1.EDMON)

ANCHORAGE CENTER
127.0 290.2
CTAF 122.9
ASOS 135.25




NOTE: 1. GPS required.
2. RNAV 1.

TAKEOFF MINIMUMS
Rwy 3: Standard.
Rwy 21: NA - Air Traffic.

TAKEOFF OBSTACLE NOTE
Rwy 3, Trees 400 feet from DER, 400 feet right of centerline, 50′ AGL/250′ MSL.

NOTE: Chart not to scale.

KALTAG, ALASKA

AL-10158 (FAA)

# RNAV (GPS) RWY 3

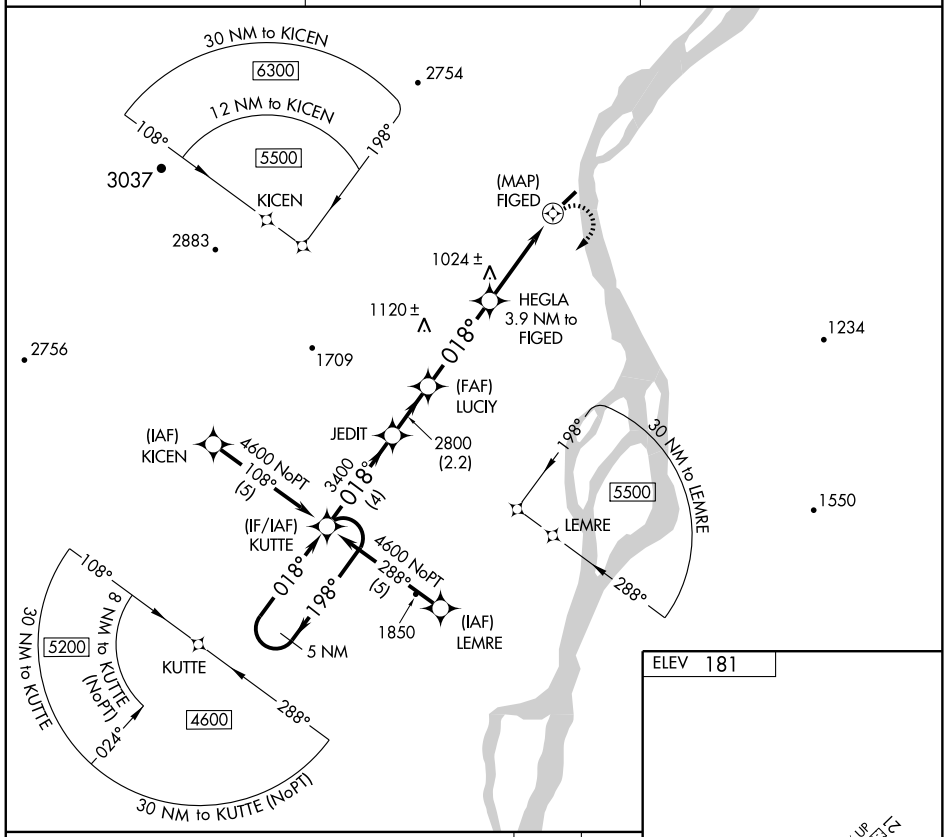
KALTAG (KAL)(PAKV)

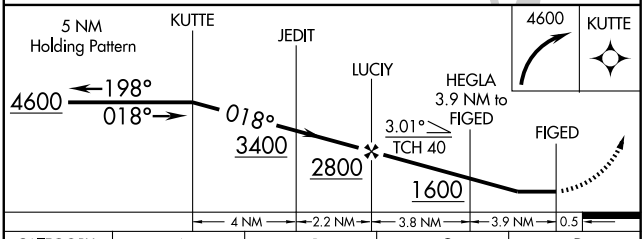
| APP CRS | Rwy Idg | 3986 |
|---|---|---|
| 018° | TDZE | 181 |
| | Apt Elev | 181 |

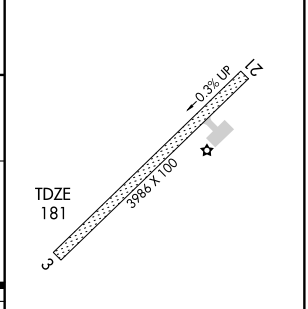
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold, continue climb-in-hold to 4600.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.25 | 127.0 290.2 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1¼<br>1099 (1100-1¼) | 1280-1½<br>1099 (1100-1½) | 1280-3<br>1099 (1100-3) | NA |
| CIRCLING | 1280-1¼<br>1099 (1100-1¼) | 1280-1½<br>1099 (1100-1½) | 1280-3<br>1099 (1100-3) | NA |

MIRL Rwy 3-21 (L)

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| WAAS | APP CRS | Rwy Idg | 3986 |
|---|---|---|---|
| CH 53315 | 209° | TDZE | 175 |
| W21A | | Apt Elev | 181 |

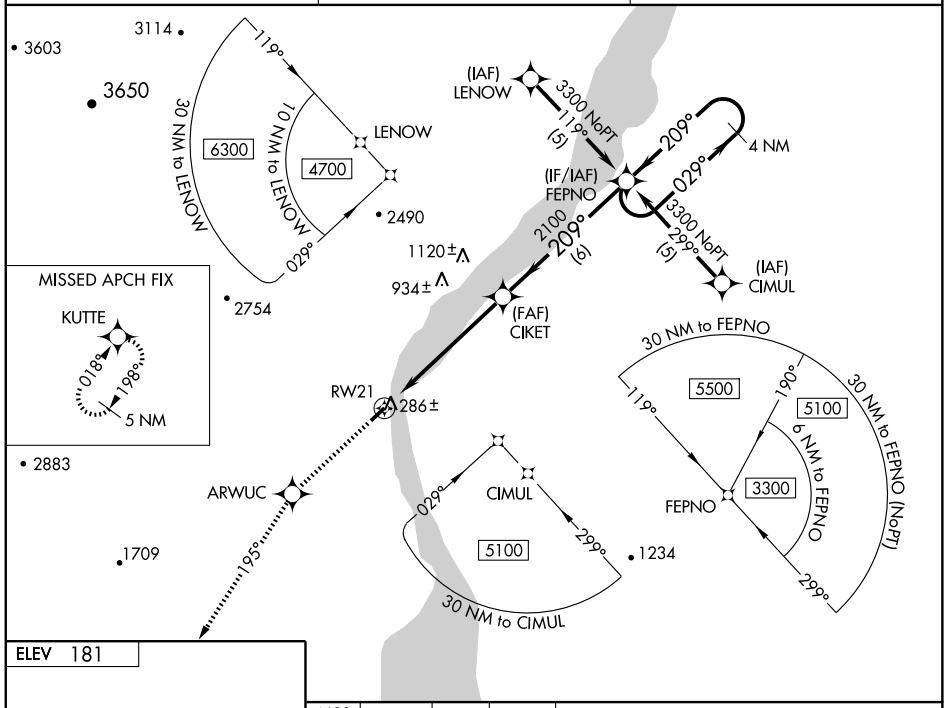
# RNAV (GPS) RWY 21

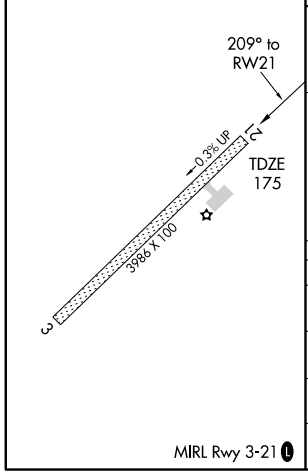
KALTAG (KAL)(PAKV)

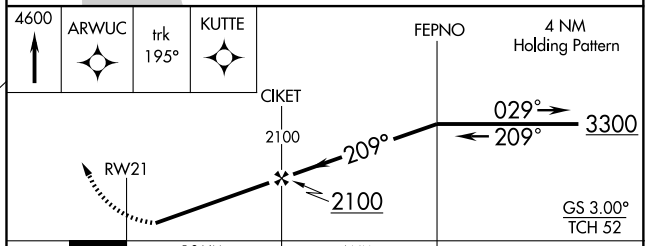
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.25 | 127.0 290.2 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 493-1 318 (400-1) | | | NA |
| LNAV/VNAV DA | 598-1½ 423 (500-1½) | | | NA |
| LNAV MDA | 960-1 785 (800-1) | 960-1¼ 785 (800-1¼) | 960-2¼ 785 (800-2¼) | NA |
| CIRCLING | 960-1 779 (800-1) | 960-1¼ 779 (800-1¼) | 960-2¼ 779 (800-2¼) | NA |

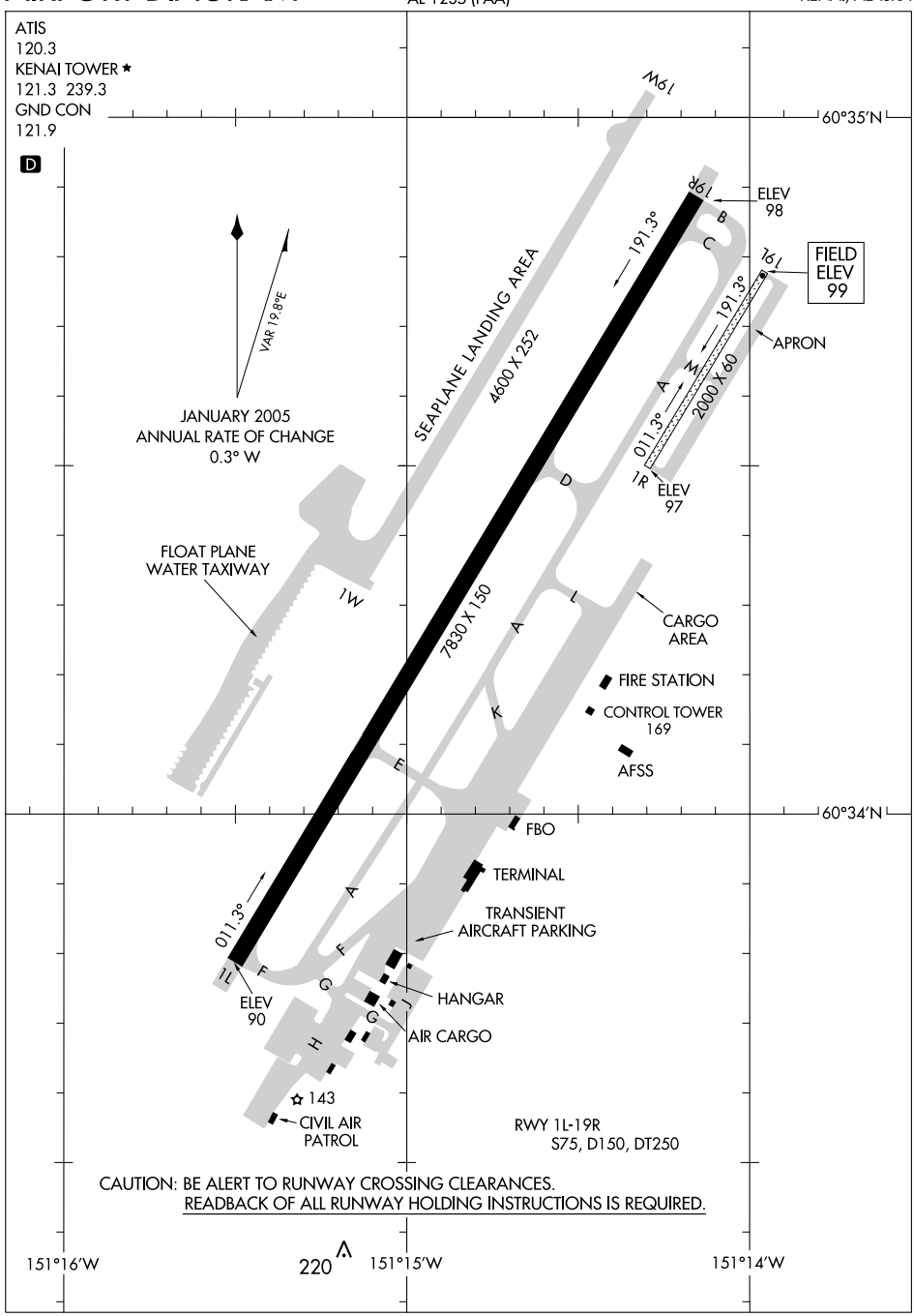
MIRL Rwy 3-21 (L)

AK. 08 APR 2010 to 03 JUN 2010

# AIRPORT DIAGRAM

AL-1235 (FAA)

KENAI MUNI (ENA)(PAEN)
KENAI, ALASKA



| LOC I-ENA | APP CRS | Rwy Idg | 7830 |
|---|---|---|---|
| 108.9 | 192° | TDZE | 99 |
| | | Apt Elev | 99 |

# ILS or LOC RWY 19R

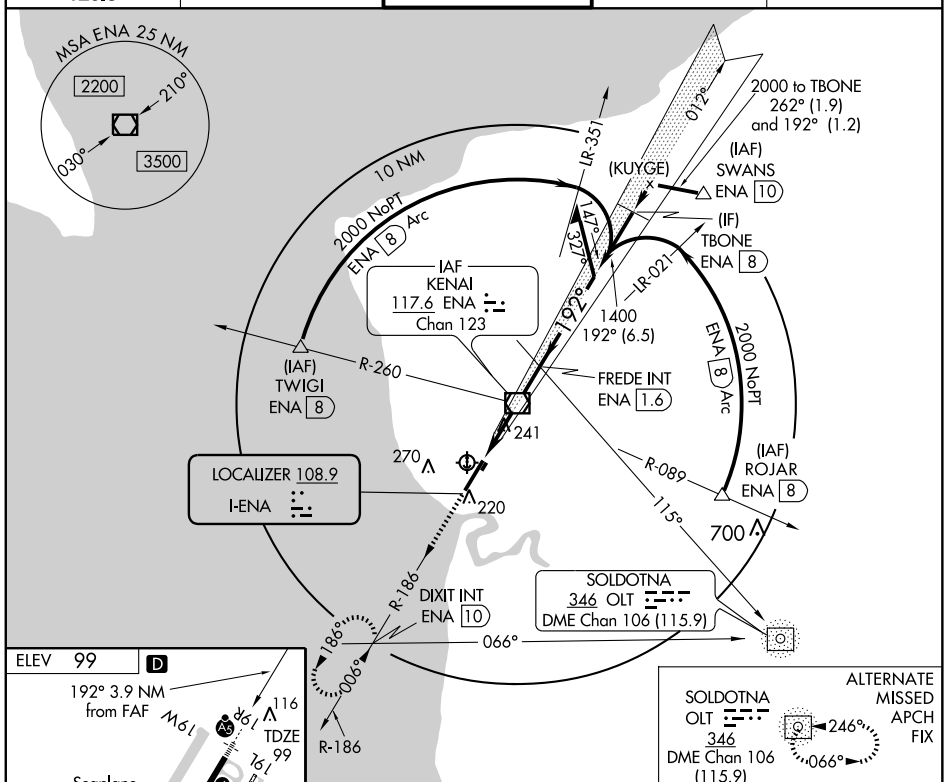
KENAI MUNI (ENA) (PAEN)

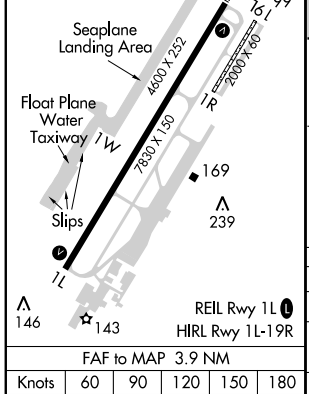
**RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF or DME required. DME from ENA VOR/DME. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ ENA VOR/DME 10 DME and hold.

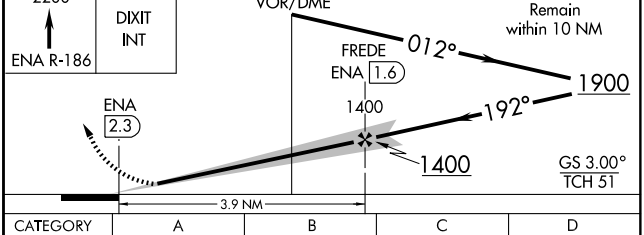
| ATIS | ANCHORAGE CENTER | KENAI TOWER★ | GND CON | KENAI RADIO |
|---|---|---|---|---|
| 120.3 | 125.7 379.1 | 121.3 (CTAF) L 239.3 | 121.9 | 122.65 |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

ALTERNATE MISSED APCH FIX
SOLDOTNA OLT 346 DME Chan 106 (115.9)
246°
066°




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | ** 299/24 200 (200-½) | | | |
| S-LOC 19R | 520/24 421 (500-½) | | 520/40 421 (500-1) | |
| CIRCLING | 560-1 461 (500-1) | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

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| WAAS CH 69404 W01A | APP CRS 012° | Rwy Idg 7830<br>TDZE 94<br>Apt Elev 99 |
|---|---|---|

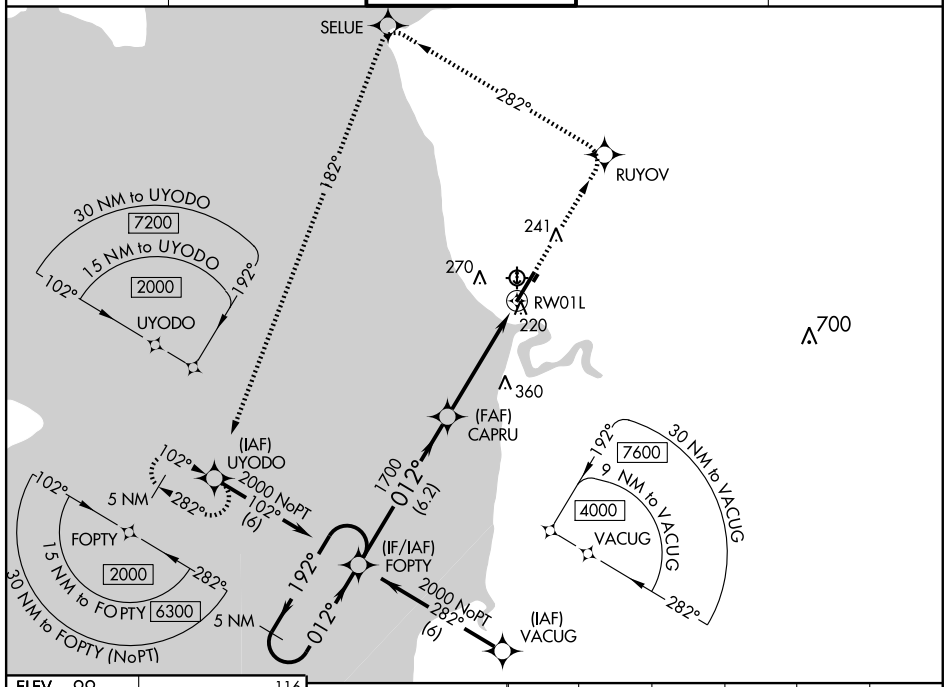
# RNAV (GPS) RWY 1L

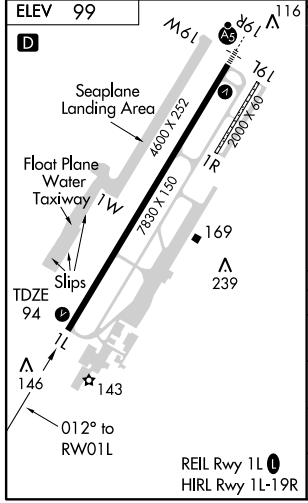
KENAI MUNI (ENA) (PAEN)

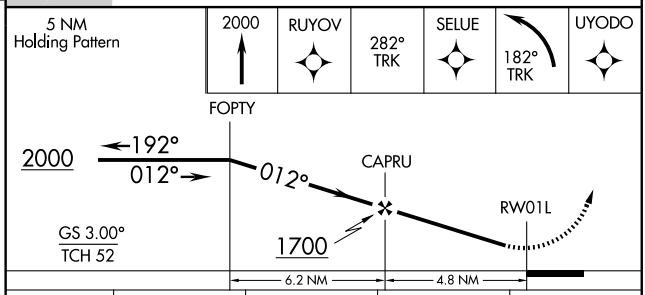
BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct RUYOV and via 282° track to SELUE and left turn via 182° track to UYODO and hold.

| ATIS | ANCHORAGE CENTER | KENAI TOWER★ | GND CON | KENAI RADIO |
|---|---|---|---|---|
| 120.3 | 125.7 379.1 | 121.3 (CTAF) L 239.3 | 121.9 | 122.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 360-1 266 (300-1) | | | |
| LNAV/VNAV DA | 481-1¼ 387 (400-1¼) | | | |
| LNAV MDA | 500-1 406 (500-1) | | 500-1¼ 406 (500-1¼) | |
| CIRCLING | 560-1 461 (500-1) | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

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| WAAS CH 99504 W19A | APP CRS 192° | Rwy Idg 7830 TDZE 99 Apt Elev 99 |
|---|---|---|

# RNAV (GPS) RWY 19R

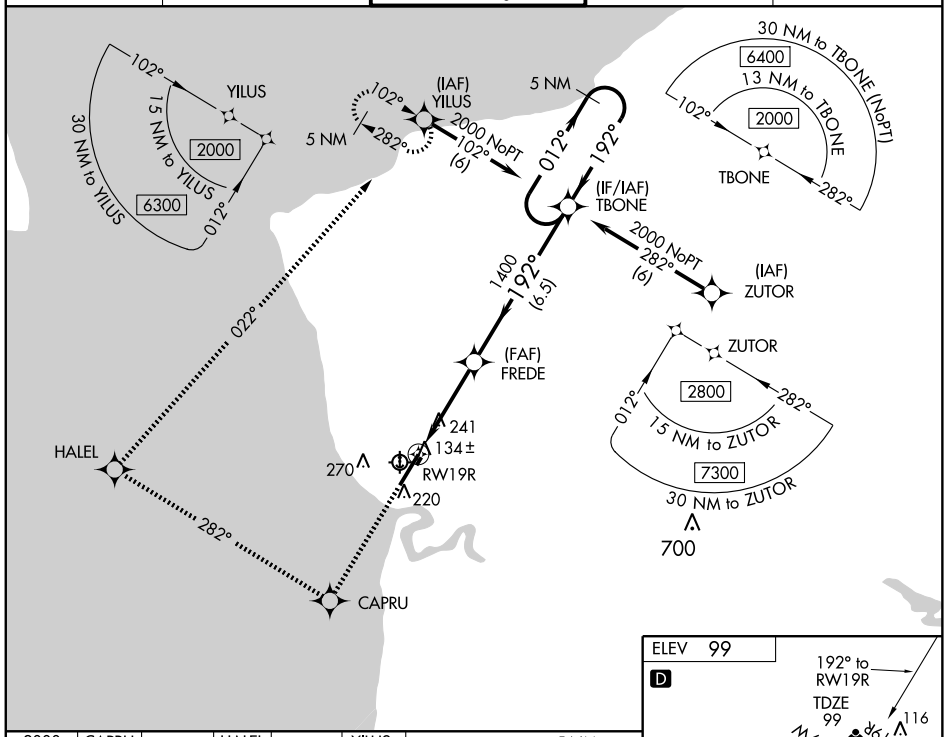
KENAI MUNI (ENA) (PAEN)

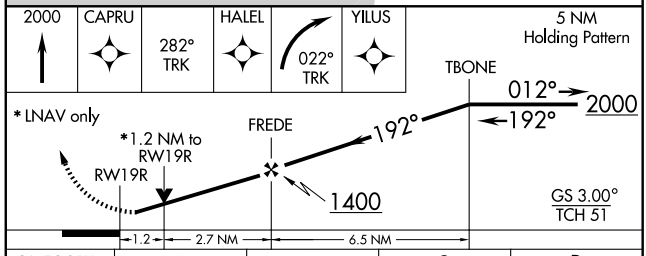
For inoperative MALSR increase LNAV/VNAV visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Soldotna altimeter setting. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

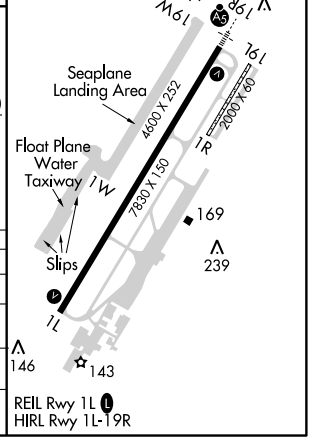
MALSR

MISSED APPROACH: Climb to 2000 direct CAPRU, and via 282° track to HALEL, and right turn VIA 022° track to YILUS and hold.

| ATIS | ANCHORAGE CENTER | KENAI TOWER★ | GND CON | KENAI RADIO |
|---|---|---|---|---|
| 120.3 | 125.7 379.1 | 121.3 (CTAF) L 239.3 | 121.9 | 122.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 349/24 250 (300-½) | | | |
| LNAV/VNAV DA | 384/24 285 (300-½) | | | 384/40 285 (300-¾) |
| LNAV MDA | 520/24 421 (500-½) | | 520/40 421 (500-¾) | 520/50 421 (500-1) |
| CIRCLING | 560-1 461 (500-1) | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

REIL Rwy 1L L
HIRL Rwy 1L-19R

AK, 08 APR 2010 to 03 JUN 2010

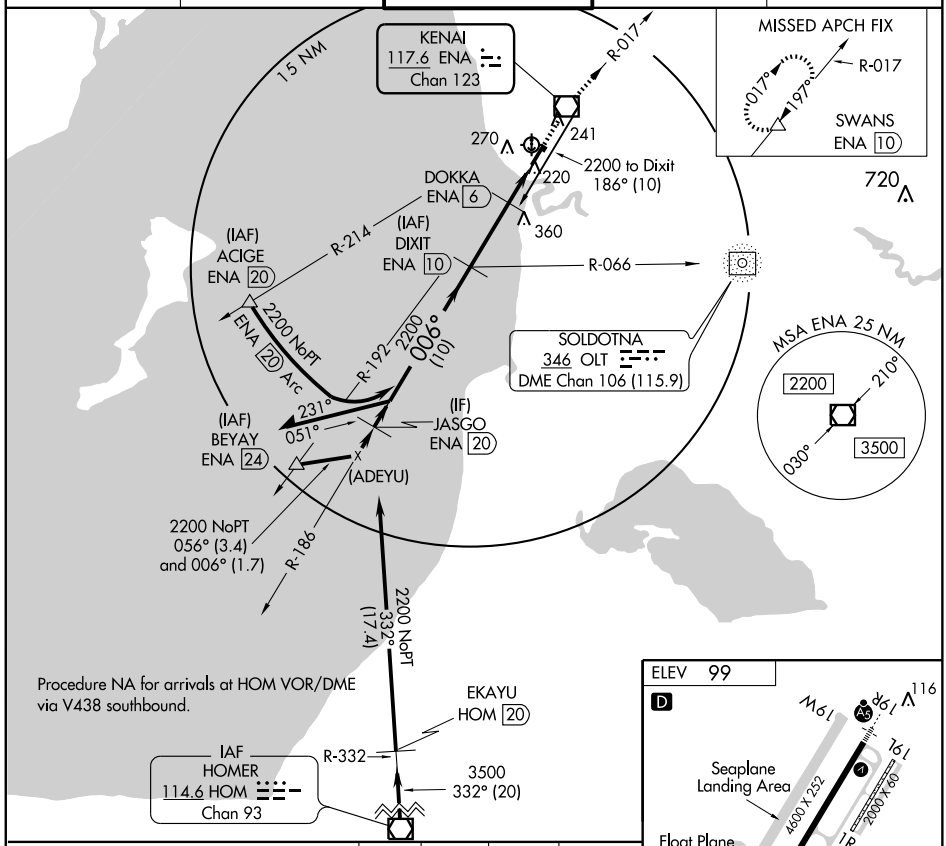
| VOR/DME ENA | APP CRS | Rwy Idg | 7830 |
|---|---|---|---|
| 117.6 | 006° | TDZE | 94 |
| Chan 123 | | Apt Elev | 99 |

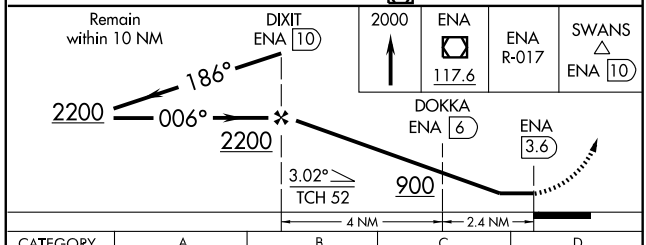
# VOR/DME RWY 1L
## KENAI MUNI (ENA) (PAEN)

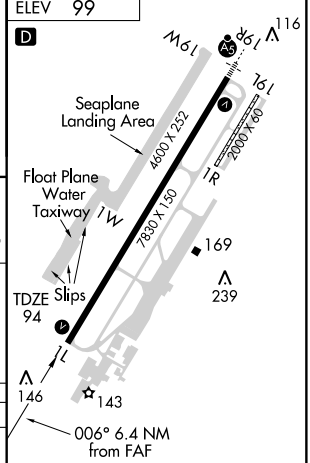
If local altimeter setting not received, use Soldotna altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME then via ENA VOR/DME R-017 to SWANS/10 DME and hold.

| ATIS | ANCHORAGE CENTER | KENAI TOWER★ | GND CON | KENAI RADIO |
|---|---|---|---|---|
| 120.3 | 125.7 379.1 | 121.3 (CTAF) L 239.3 | 121.9 | 122.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1L | 480-1 386 (400-1) | | | 480-1¼ 386 (400-1¼) |
| CIRCLING | 560-1 461 (500-1) | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

REIL Rwy 1L L
HIRL Rwy 1L-19R

AK, 08 APR 2010 to 03 JUN 2010

# VOR RWY 19R

KENAI MUNI (ENA) (PAEN)

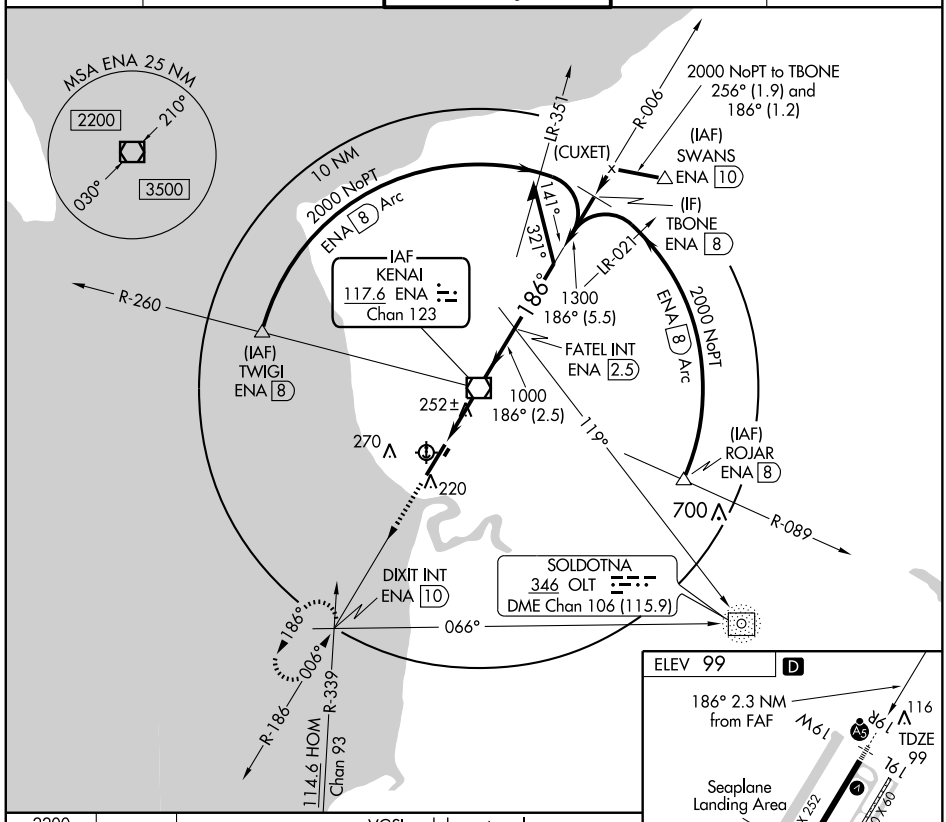
| VOR/DME ENA | APP CRS | Rwy Idg | 7830 |
|---|---|---|---|
| 117.6 | 186° | TDZE | 99 |
| Chan 123 | | Apt Elev | 99 |

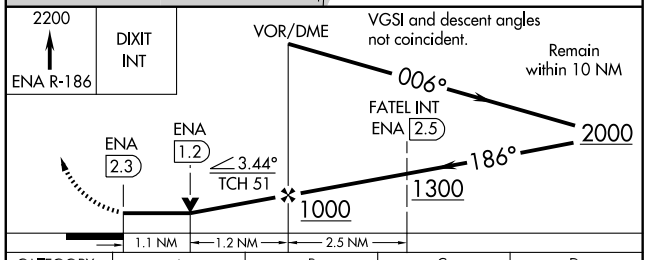
For inoperative MALSR, increase S-19R Cat D visibility to RVR 6000. ADF or DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet. VDP NA when using Soldotna altimeter setting.

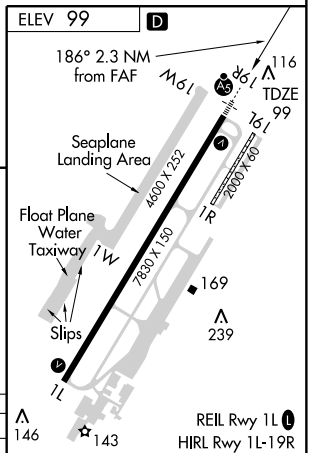
MALSR

MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ KENAI 10 DME and hold.

| ATIS | ANCHORAGE CENTER | KENAI TOWER ★ | GND CON | KENAI RADIO |
|---|---|---|---|---|
| 120.3 | 125.7 379.1 | 121.3 (CTAF) 239.3 | 121.9 | 122.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19R | 520/24 421 (500-½) | | 520/40 421 (500-¾) | 520/50 421 (500-1) |
| CIRCLING | 560-1 461 (500-1) | 580-1 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

FAF to MAP 2.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

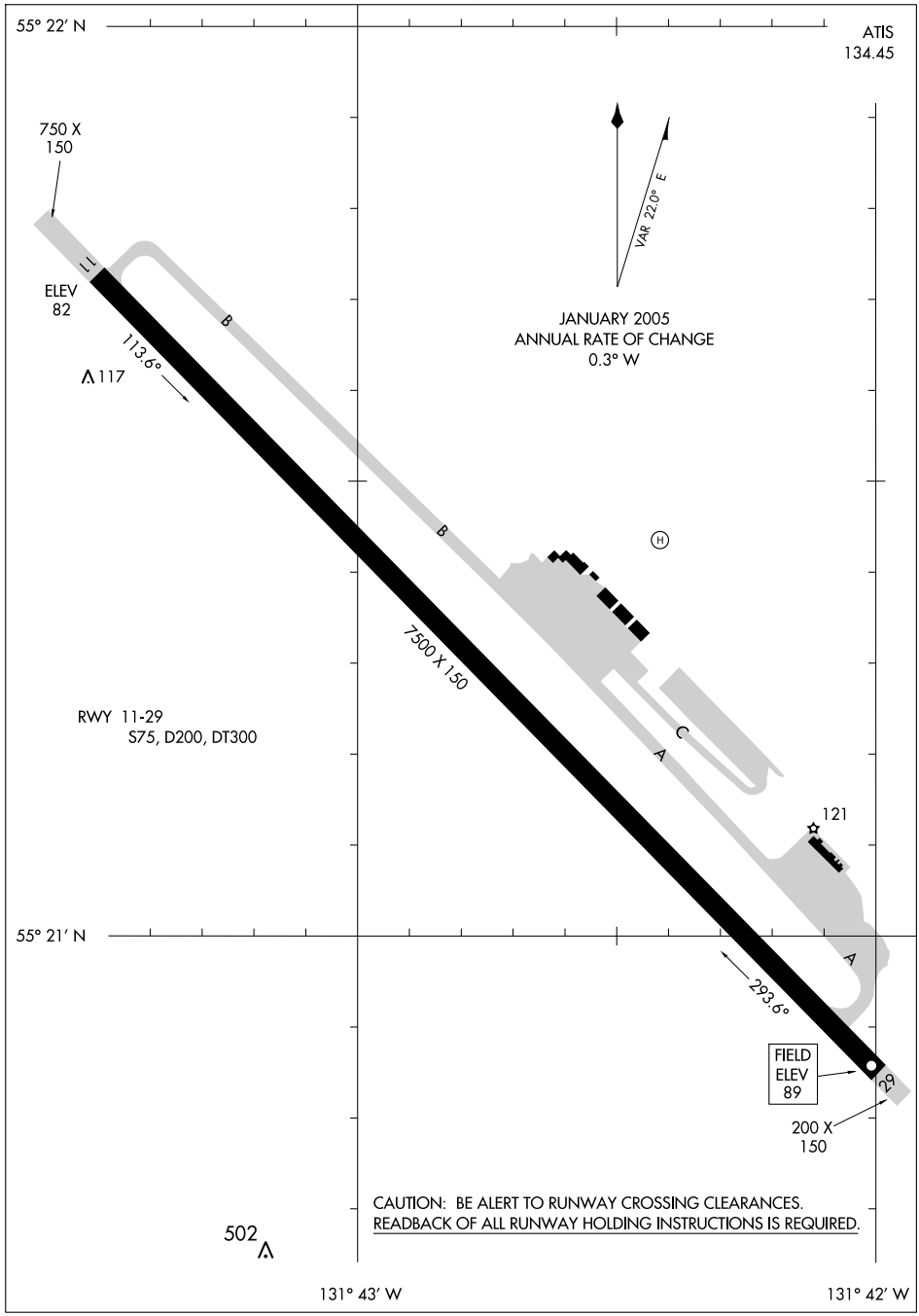
AK. 08 APR 2010 to 03 JUN 2010

09015

# AIRPORT DIAGRAM

AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

# ILS or LOC/DME Y RWY 11

KETCHIKAN INTL (KTN)(PAKT)

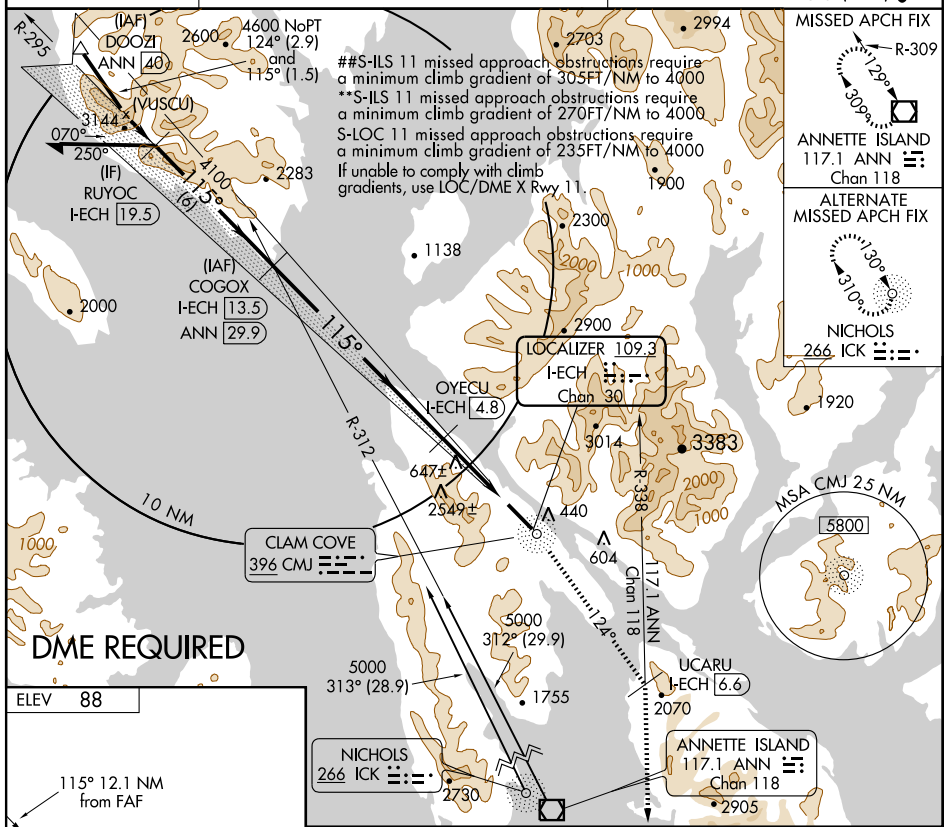
| LOC/DME I-ECH 109.3 Chan 30 | APP CRS 115° | Rwy Idg 7500 TDZE 88 Apt Elev 88 |
|---|---|---|

For inoperative MALSR, increase **S-ILS 11 visibility to RVR 6000 and S-LOC Cat A visibility to RVR 5000. ADF required. ##RVR 1800 authorized with the use of FD or AP or HUD to DA.

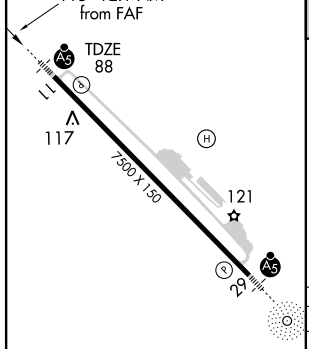
MALSR

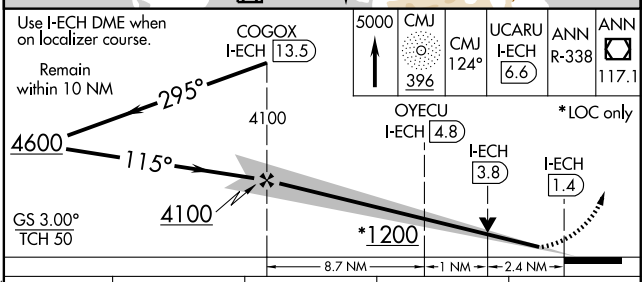
MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS * 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L




DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ##S-ILS 11 | | 288/24 200 (300-½) | | |
| **S-ILS 11 | | 477/40 389 (400-¾) | | |
| S-LOC 11 | 900/40 812 (900-¾) | | 900-2 812 (900-2) | 900-2¼ 812 (900-2¼) |

HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

| LOC/DME I-ECH 109.3 Chan 30 | APP CRS 115° | Rwy Idg 7500 TDZE 88 Apt Elev 88 |
|---|---|---|

# ILS or LOC/DME Z RWY 11

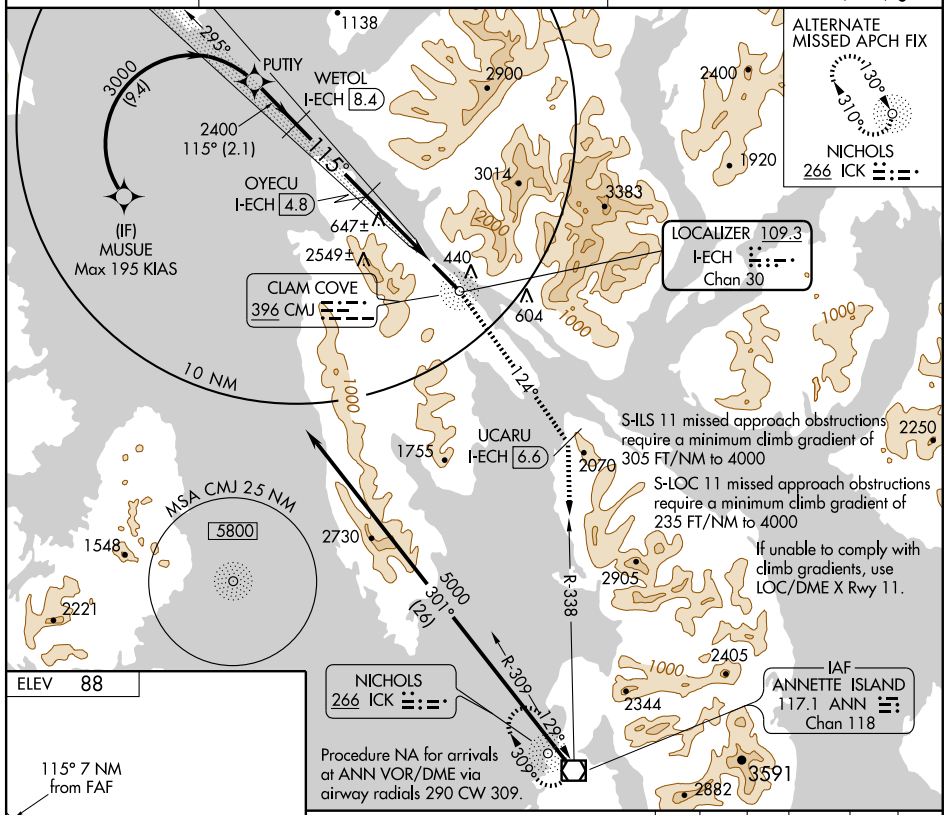
KETCHIKAN INTL (KTN)(PAKT)

# RVR 1800 authorized with the use of FD or AP or HUD to DA. RF, GPS, and ADF required. For inoperative MALSR, increase S-LOC 11 Cat A visibility to RVR 5000.

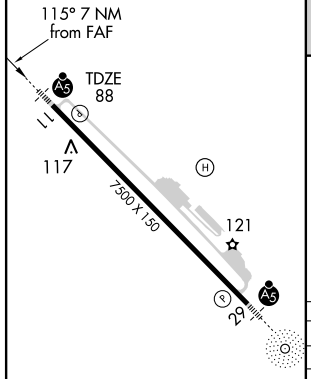
MALSR

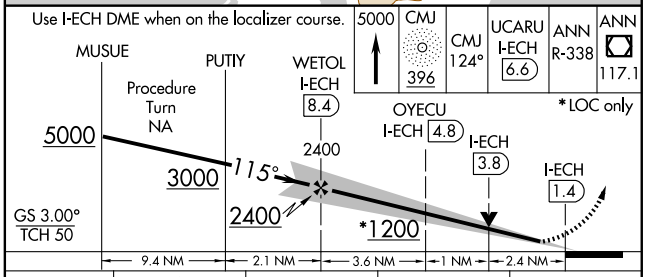
MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/ I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS★ 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L




ELEV 88




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | #288/24 | | 200 (200-½) | |
| S-LOC 11 | 900/40 | 812 (900-¾) | 900-2 812 (900-2) | 900-2¼ 812 (900-2¼) |
| CIRCLING | NA | | | |

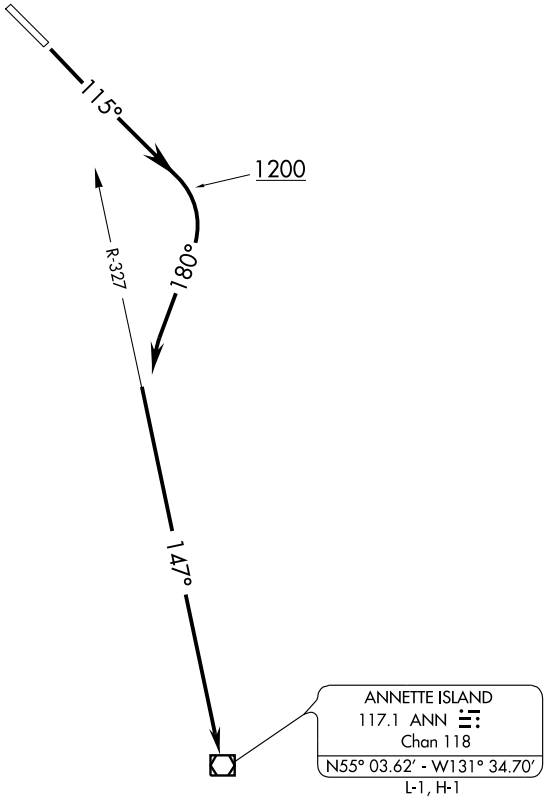
HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

# KETCHIKAN FIVE DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA

ATIS ★ 134.45
ANCHORAGE CENTER
118.5 284.6
CTAF 123.6
UNICOM 122.95




TAKE-OFF MINIMUMS:
Rwy 11, 300-1 with a minimum climb of 340 feet per NM to 3400.
Rwy 29, NA - ATC.

TAKE-OFF OBSTACLES:
Rwy 11, Multiple trees beginning 678' from DER, 13' right of centerline, up to 148' AGL/344' MSL. Multiple trees and obstacle light on tower beginning 691' from DER, 210' left of centerline, up to 148' AGL/547' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 115° to 1200, then climbing right turn to 5000 via heading 180° to intercept ANN R-327 to ANN VOR/DME before proceeding on course.

| LOC/DME I-ECH | APP CRS | Rwy Idg 7500 |
|---|---|---|
| 109.3 | 115° | TDZE 88 |
| Chan 30 | | Apt Elev 88 |

# LOC/DME X RWY 11

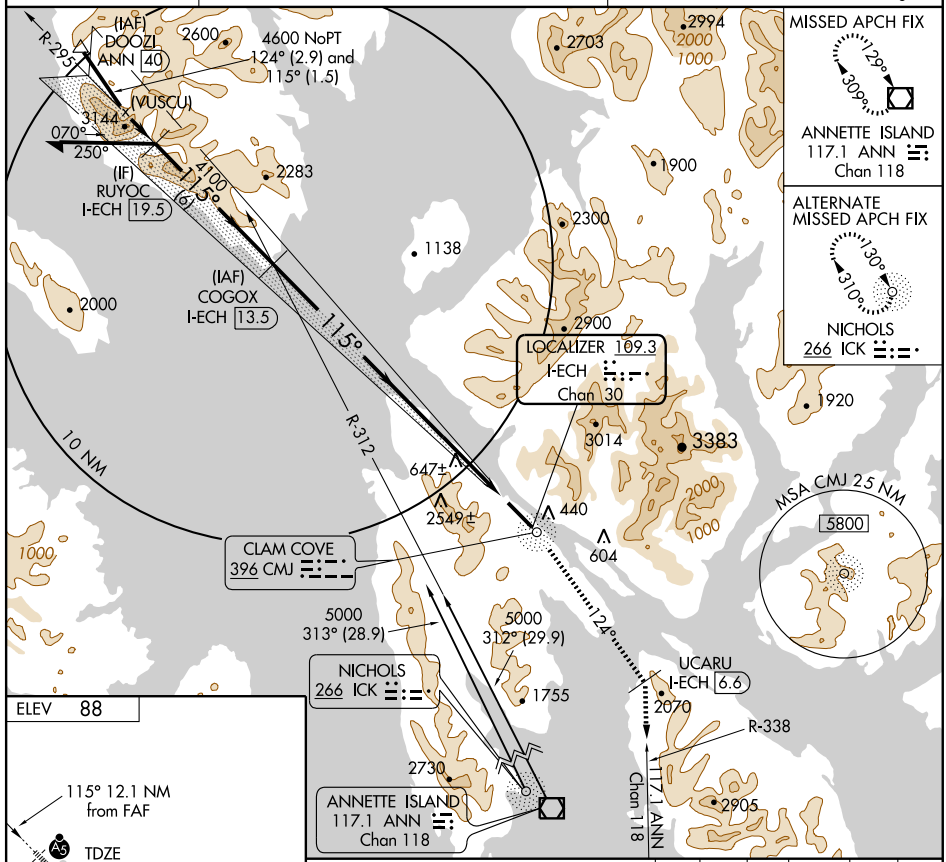
## KETCHIKAN INTL (KTN)(PAKT)

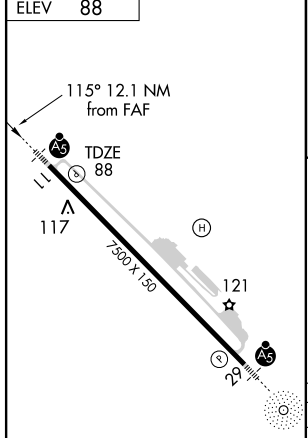
Circling NA at night.
Inoperative table does not apply.
ADF required.

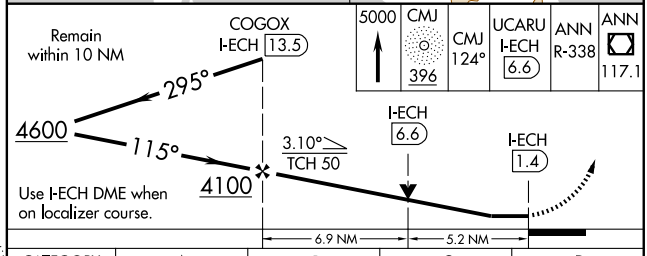
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS * 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1780/60<br>1692 (1700-1¼) | 1780-1½<br>1692 (1700-1½) | 1780-3 | 1692 (1700-3) |
| CIRCLING | 2440-1¼<br>2352 (2400-1¼) | 2700-1½<br>2612 (2700-1½) | 2900-3<br>2812 (2900-3) | 3280-3<br>3192 (3200-3) |

HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

# RNAV (GPS)-B

KETCHIKAN INTL (KTN)(PAKT)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 295° | TDZE | N/A |
| | Apt Elev | 88 |

T
A NA

DME/DME RNP- 0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CLOYD and via 296° track to DOOZI and hold.

| ATIS ★ | ANCHORAGE CENTER | KETCHIKAN RADIO |
|---|---|---|
| 134.45 | 118.5 284.6 | 123.6 (CTAF) L |

MISSED APCH FIX

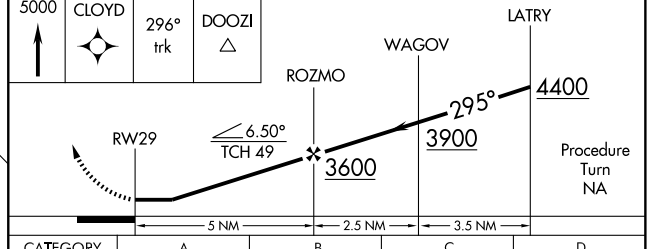
5 NM 129° 309° DOOZI

296°
CLOYD
DWARF
5000
106° (26)
RW29
(FAF) ROZMO
3600
295° (2.5)
WAGOV
3900
295° (3.5)
(IF) LATRY
4400
025° (8)
(IAF) GIRTS
MSA RW 29 25 NM
5800
1138
2900
2000
1000
2400
1920
3014
3383
2549±
440
604
1006
2558
1755
2730
1548
2070
3397
2221
2905
2344
2405
3591
2882

ELEV 88

117
7500 X 150
121
29
295° to RW29

| 5000 | CLOYD | 296° trk | DOOZI |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2440-1¼ 2352 (2400-1¼) | 2700-1½ 2612 (2700-1½) | 2900-3 2812 (2900-3) | 3280-3 3192 (3200-3) |

HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

# RNAV (GPS) RWY 11

## KETCHIKAN INTL (KTN)(PAKT)

| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 58009 | 114° | TDZE | 88 |
| W11A | | Apt Elev | 88 |

T NA — For inoperative MALSR, increase LPV DA visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FESVA and via 150° track to ANN VOR/DME and hold.

| ATIS ★ | ANCHORAGE CENTER | KETCHIKAN RADIO |
|---|---|---|
| 134.45 | 118.5 284.6 | 123.6 (CTAF) L |

Procedure NA for arrivals at DOOZI via V317 northwestbound.

(IAF) DOOZI

4600 118° (8.5)

(IF) JANEM

3000 114° (5.1)

COSIL

2400 114° (1.9)

WETOL

4600 022° (11.8)

(IAF) DWARF

Strong winds on final approach may cause severe turbulence.

Missed Approach requires minimum climb of 260 feet per NM to 4000. If unable to comply with climb gradient, use RNAV (GPS)-B.

RW11

2549±

FESVA

150°

MSA RW 11 25 NM 5800

2105 2600 3144 2283 2846 2000 2526 2558 1138 2300 2900 2703 2994 1900 3014 3383 440 604 1755 2070 2730

ELEV 88

114° to RW11

TDZE 88

117

7500 X 150

121

29

MISSED APCH FIX

129° 309° ANNETTE ISLAND ANN

Procedure Turn NA

JANEM 4600

114° 3000

COSIL

WETOL 2400

RW11

GS 3.00° TCH 50

5000 | FESVA | 150° trk | ANN

5.1 NM | 1.9 NM | 6.8 NM

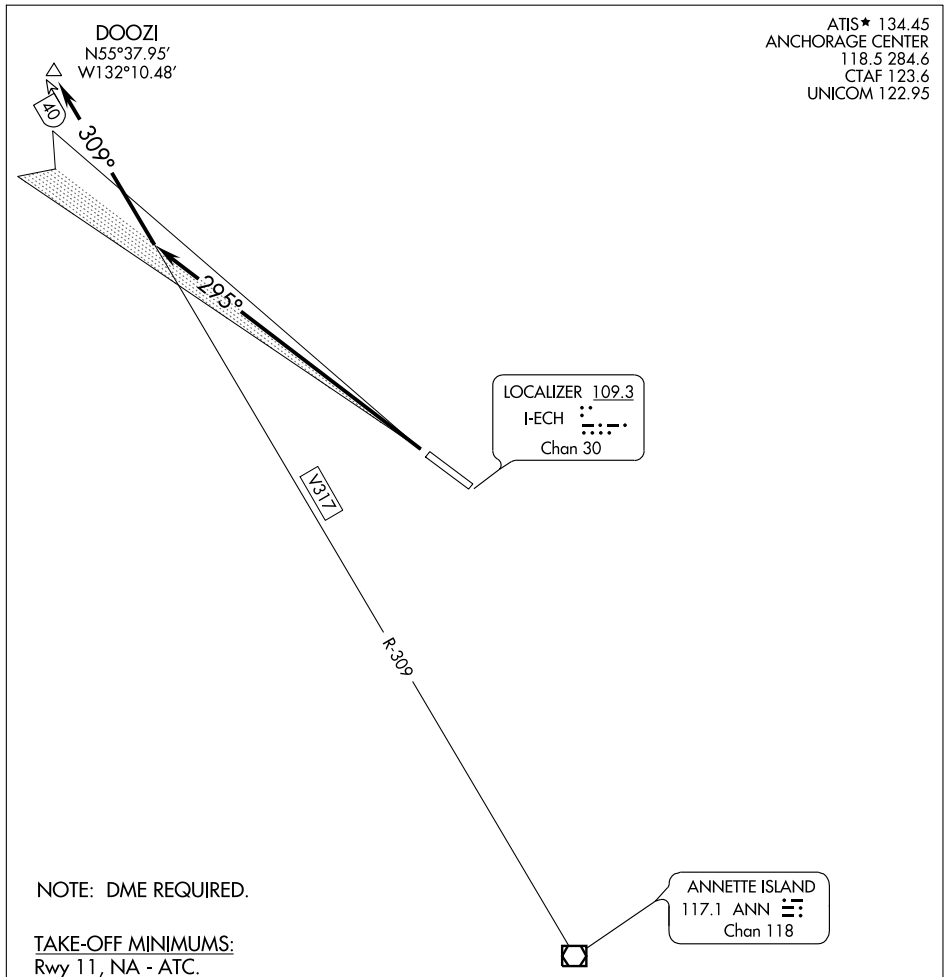
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 438/40 | 350 (400-¾) | | |

HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

# SKOWL ONE DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA




NOTE: DME REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 11, NA - ATC.
Rwy 29, 400-1¼ with minimum climb of 380 feet per NM to 5300.

TAKE-OFF OBSTACLES:
Rwy 29, Ships beginning 1933′ from DER, 1004′ right of centerline, up to 150′ AGL/150′ MSL. Multiple trees begininng 206′ from DER, 513′ left of centerline, up to 148′ AGL/410′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295° to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

KIANA, ALASKA

AL-10234 (FAA)

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 064° | TDZE | 166 |
| | Apt Elev | 166 |

# RNAV (GPS) RWY 6

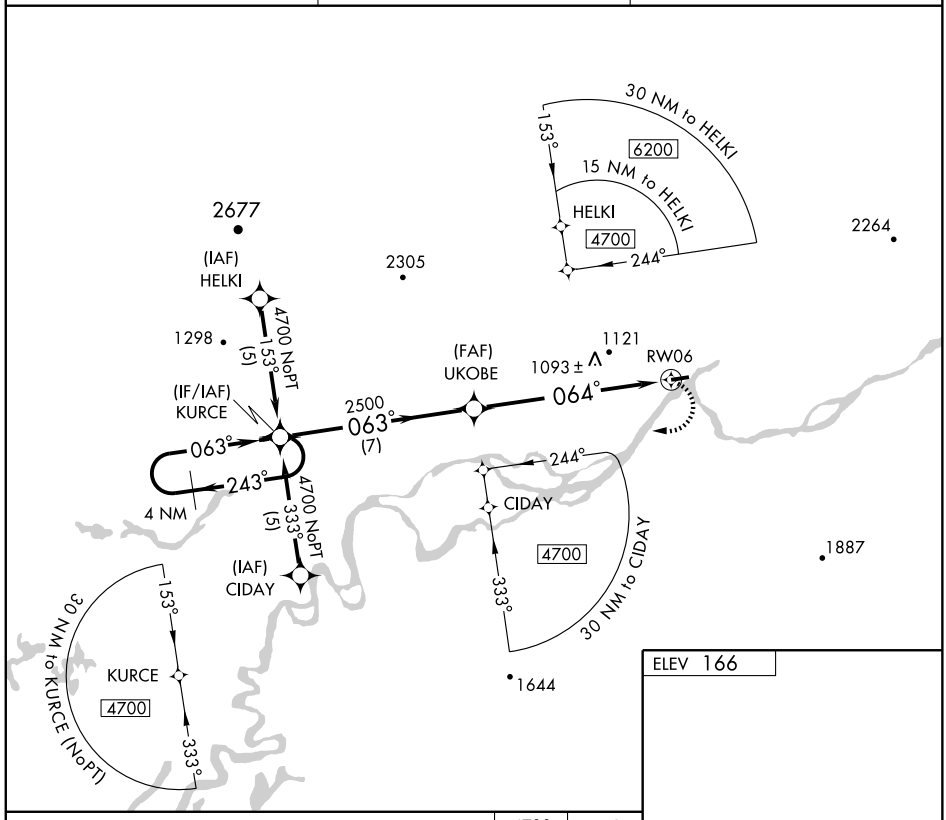
KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

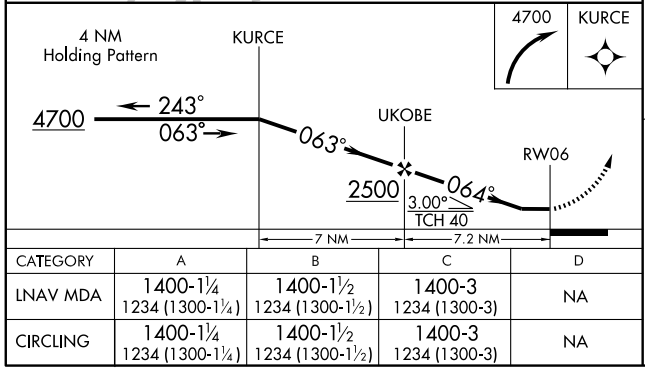
Procedure NA at night.
Use SELAWIK altimeter setting.
DME/DME RNP-0.3 NA.

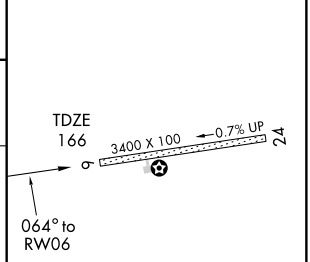
NA

MISSED APPROACH: Climbing right turn to 4700 direct KURCE and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.025 | 119.2 263.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1¼<br>1234 (1300-1¼) | 1400-1½<br>1234 (1300-1½) | 1400-3<br>1234 (1300-3) | NA |
| CIRCLING | 1400-1¼<br>1234 (1300-1¼) | 1400-1½<br>1234 (1300-1½) | 1400-3<br>1234 (1300-3) | NA |

MIRL Rwy 6-24 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 244° | TDZE | 164 |
| | Apt Elev | 166 |

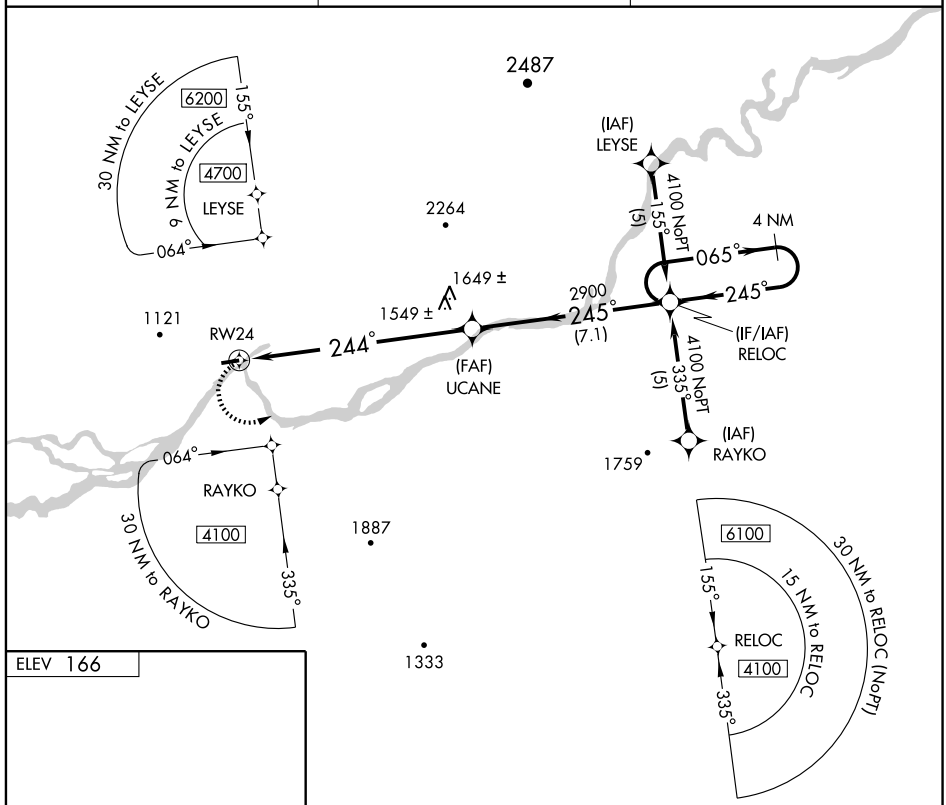
# RNAV (GPS) RWY 24

KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

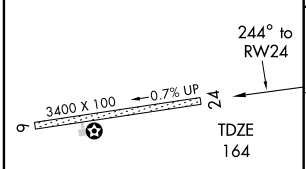
Procedure NA at night.
Use Selawik altimeter setting.
DME/DME RNP-0.3 NA.

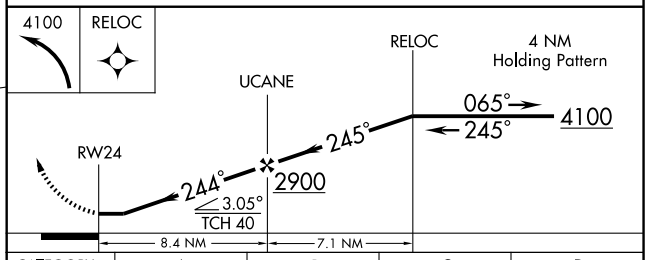
MISSED APPROACH: Climbing left turn to 4100 direct RELOC and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.025 | 119.2 263.0 | 122.7 L |




ELEV 166



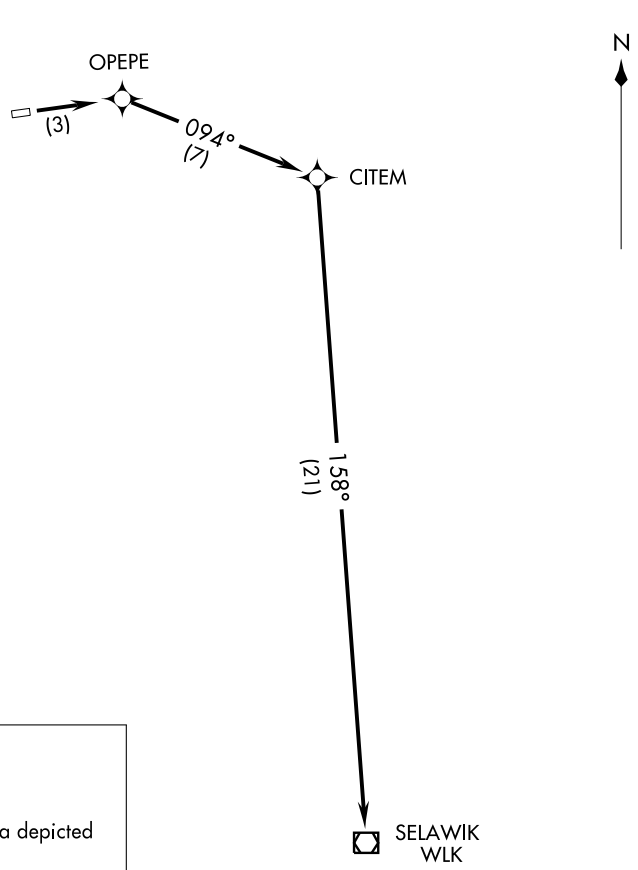




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1¼<br>1836 (1900-1¼) | 2000-1½<br>1836 (1900-1½) | 2000-3<br>1836 (1900-3) | NA |
| CIRCLING | 2000-1¼<br>1834 (1900-1¼) | 2000-1½<br>1834 (1900-1½) | 2000-3<br>1834 (1900-3) | NA |

MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

AWOS-3 119.025
ANCHORAGE CENTER
119.2 263.0
CTAF 122.7




TAKE-OFF MINIMUMS:

Rwy 6: Standard.
Rwy 24: NA - obstacles.

NOTE: 1. GPS Required
NOTE: 2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb direct OPEPE WP, then via depicted route to WLK VOR/DME, maintain 4000.

NOTE: Chart not to scale.

# SELAWIK ONE DEPARTURE (RNAV) (OBSTACLE)

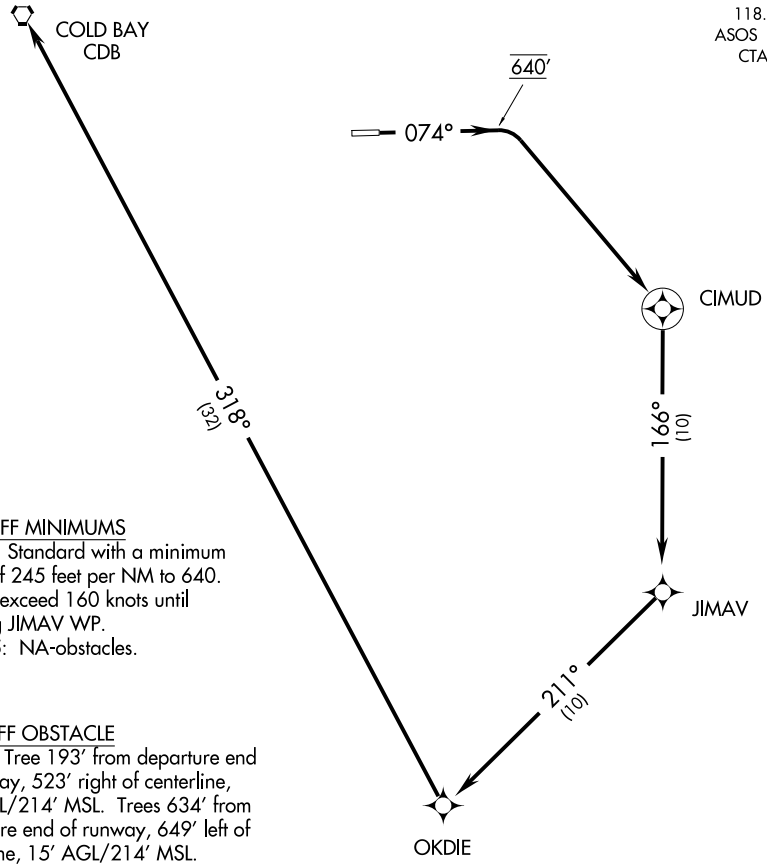
(WLK1.WLK) 09071

KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

KIANA, ALASKA

# COLD BAY ONE DEPARTURE (RNAV) (OBSTACLE)

KING COVE (KVC)((PAVC)
KING COVE, ALASKA




TAKEOFF MINIMUMS
Rwy 7: Standard with a minimum climb of 245 feet per NM to 640. Do not exceed 160 knots until passing JIMAV WP.
Rwy 25: NA-obstacles.

TAKEOFF OBSTACLE
Rwy 7: Tree 193′ from departure end of runway, 523′ right of centerline, 15′ AGL/214′ MSL. Trees 634′ from departure end of runway, 649′ left of centerline, 15′ AGL/214′ MSL.

NOTE: Cat C & D NA.

NOTE:
1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAY 7: Climb via heading 074° to 640′, then climbing right turn to 4000 direct CIMUD WP, and via 166° track to JIMAV WP, and via 211° track to OKDIE WP and right turn via 318° track to CDB VORTAC.

KING COVE, ALASKA

AL-9292 (FAA)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 285° | TDZE | N/A |
| | Apt Elev | 155 |

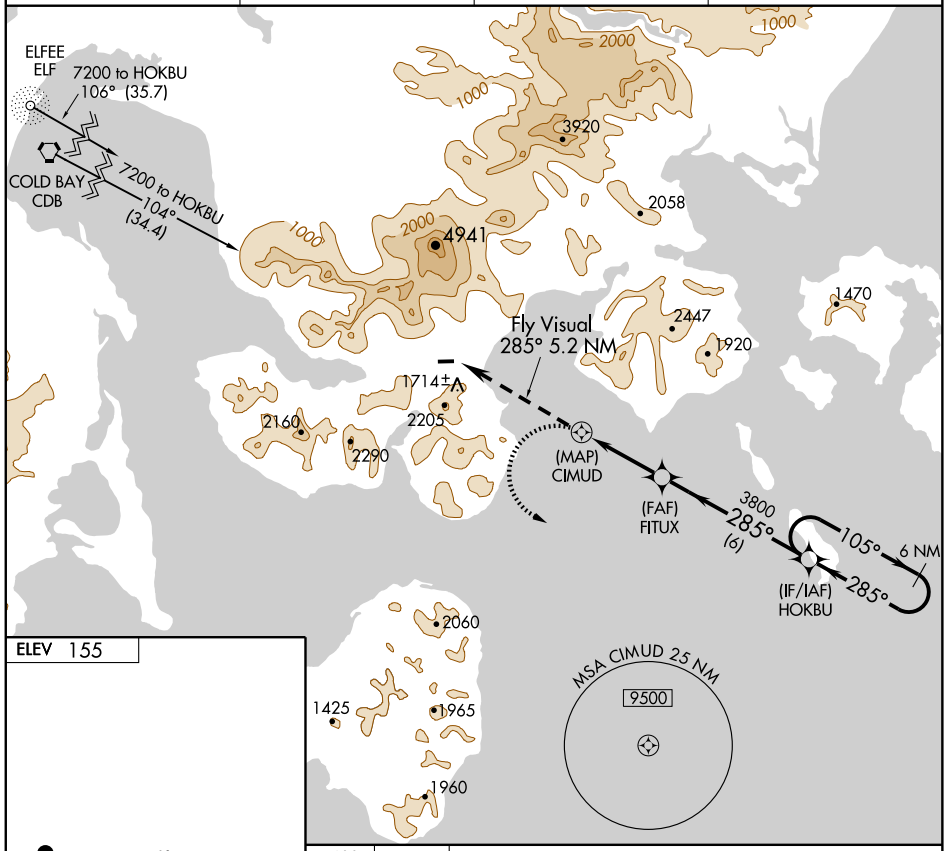
# RNAV (GPS)-A

KING COVE (KVC)(PAVC)

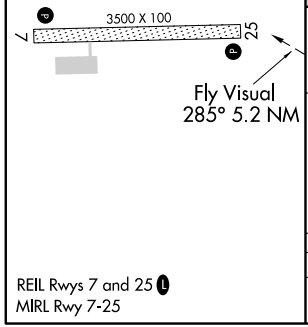
Circling NA north of Rwy 7-25.
Procedure NA at night.
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cold Bay altimeter setting.

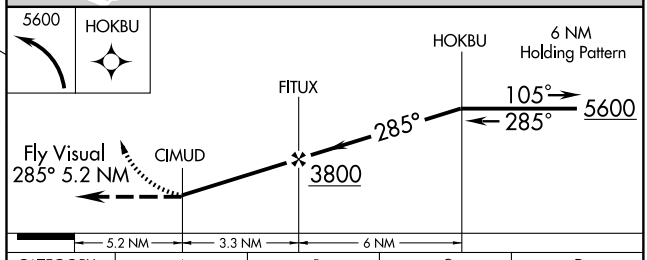
MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb in hold to 5600.

| ASOS | COLD BAY ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|---|
| 118.325 | 135.75 | 118.5 278.3 | 122.9 L |




ELEV 155




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2080-6<br>1925 (2000-6) | 2180-6<br>2025 (2100-6) | NA | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25

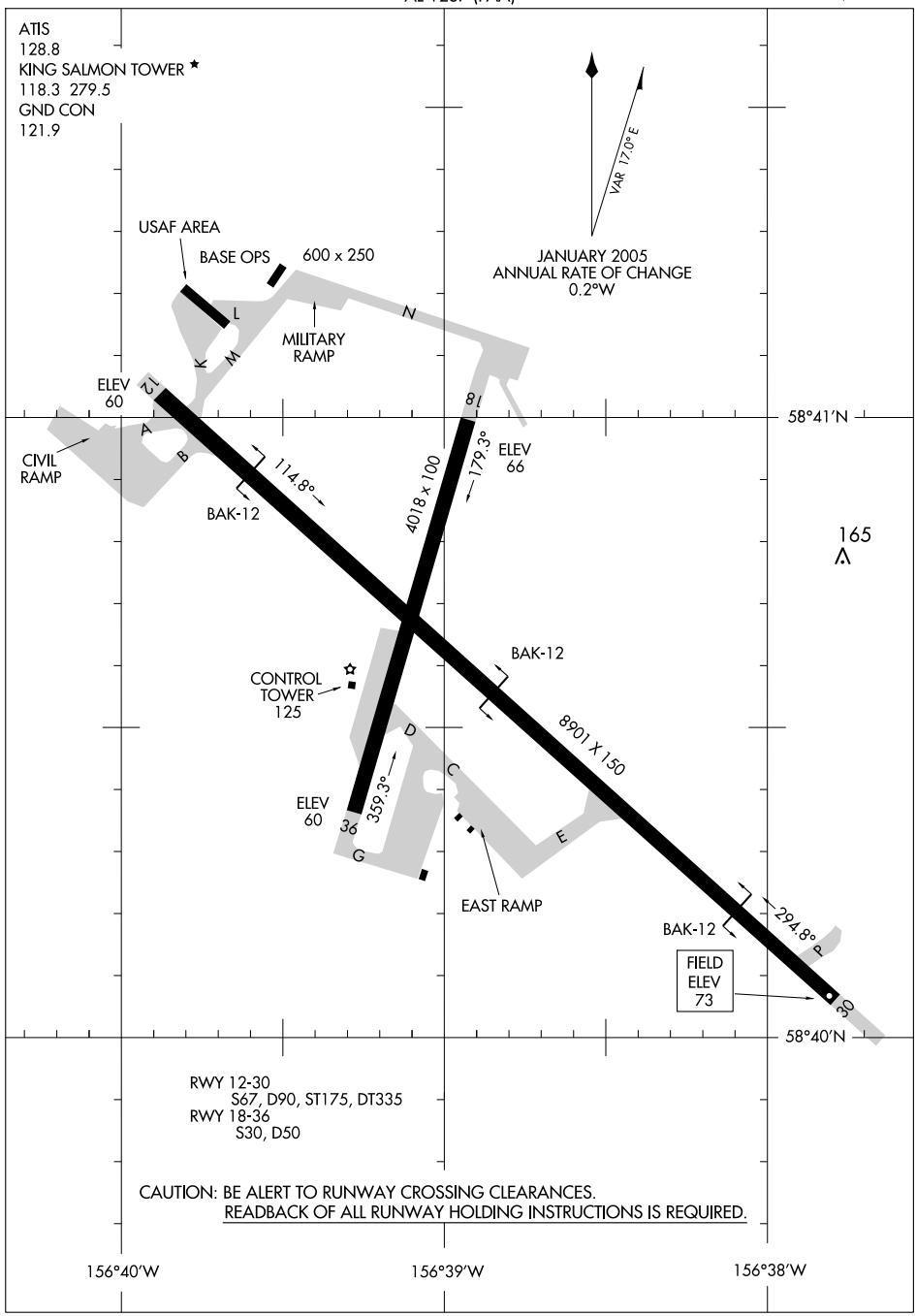
AK, 08 APR 2010 to 03 JUN 2010

09183

# AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

# HI-ILS or LOC/DME RWY 12

| LOC I-AKN | APCH CRS | Rwy ldg | 8901 |
|---|---|---|---|
| 110.3 | 116° | TDZE | 62 |
| Chan 40 | | Arpt Elev | 73 |

JAL-1237 [USAF]

KING SALMON (PAKN)

VA * When ALS inop, increase S-ILS CAT E vis to ¾ mile, and S-LOC CAT DE vis 1 mile. Autopilot coupled approaches not authorized below 500′ MSL.

ALSF-2

† MISSED APPROACH: Climb to 500′, then climbing right turn to 3000′ via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

| ATIS★ | ANCHORAGE CENTER | CTAF | UNICOM |
|---|---|---|---|
| 128.8 | 124.8 354.0 | 121.9 L 352.05 | 122.95 |

| KING SALMON TOWER ★ | GND CON | ASOS |
|---|---|---|
| 118.3 279.5 | 121.9 | |

† Standard landing minima not available when tower is closed.

RADAR AND DME REQUIRED

(IAF) NOVET/ RADAR AKN 30

R-296

116°

296°

NIRRI I-AKN 15.3

235 KINGE I-AKN 6.5

109

265

375

KING SALMON 112.8 AKN Chan 75

LOCALIZER 110.3 I-AKN Chan 40

OLLER AKN 15

030°

210°

R-210

Max holding 230 KIAS

AKN 20

20 NM

MSA AKN 25 NM

3900

EMERG SAFE ALT 100 NM 9900

1372

2442

1840

2690

590

1156

2440

1140

ELEV 73

172

116° 4.9 NM from FAF

81

70±

TDZE 62

TWR 125

4018 X 100

8901 X 150

100±

36

30

NOVET /RADAR R-296 30

FL200

116°

Intcp Lczr NIRRI I-AKN 15.3

KINGE I-AKN 6.5

1700

VORTAC

I-AKN 2.3

I-AKN 1.6

2000

1700

GS 3.00° TCH 66

4.9 NM

| 500 | 3000 hdg 240° | Intcp AKN R-210 | OLLER AKN 15 |
|---|---|---|---|

Use I-AKN DME when on localizer course

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 12* | 262-½ 200 (200-½) | | |
| S-LOC 12* | 360-½ 298 (300-½) | 360-¾ 298 (300-¾) | |
| CIRCLING | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

# HI-VOR/DME or TACAN RWY 12

| VORTAC AKN | APCH CRS | Rwy ldg | 8901 |
|---|---|---|---|
| 112.8 | 116° | TDZE | 62 |
| Chan 75 | | Arpt Elev | 73 |

JAL-1237 [USAF]

KING SALMON (PAKN)

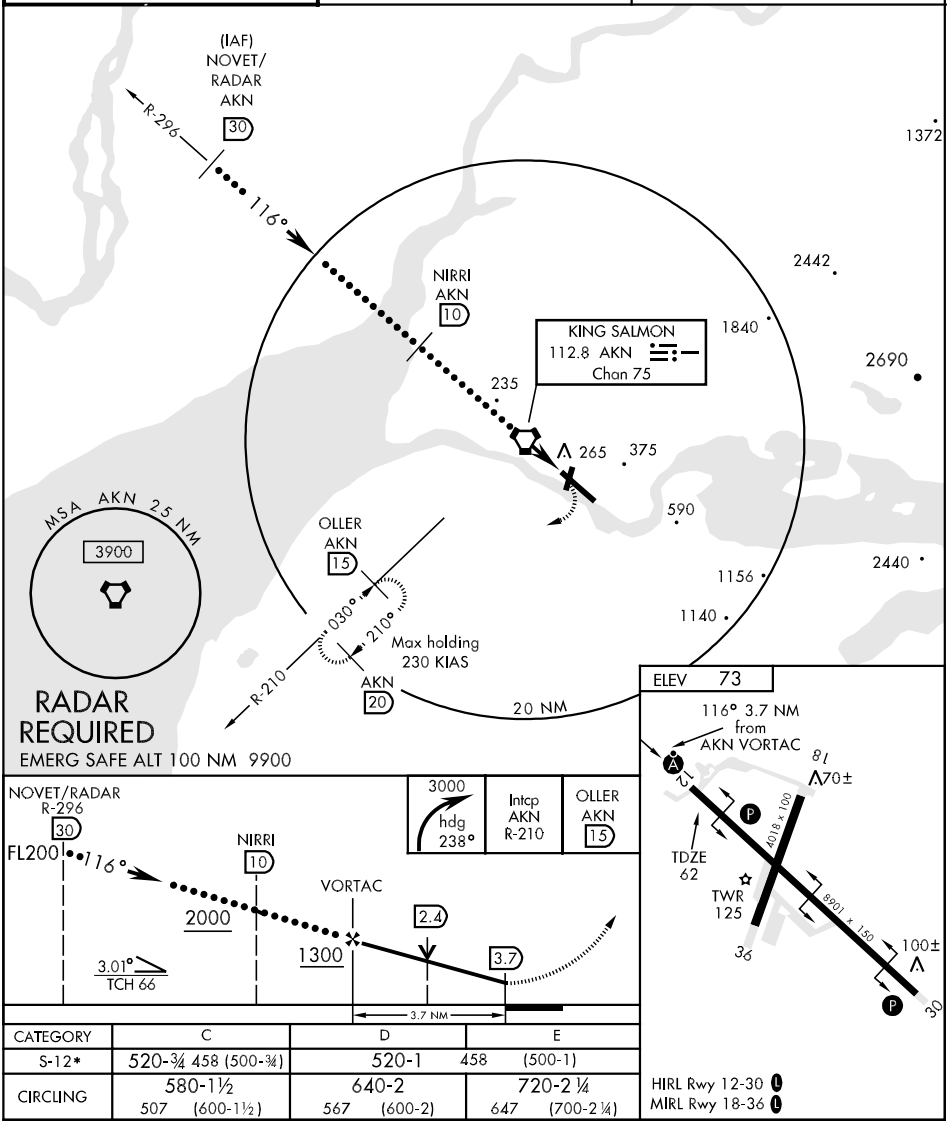
▼ ▲ * When ALS inop, increase CAT E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

| ATIS★ | ANCHORAGE CENTER | CTAF | UNICOM |
|---|---|---|---|
| 128.8 | 124.8 354.0 | 121.9 Ⓛ 352.05 | 122.95 |

| KING SALMON TOWER ★ | GND CON | ASOS |
|---|---|---|
| 118.3 279.5 | 121.9 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-12* | 520-¾ 458 (500-¾) | 520-1 458 (500-1) | |
| CIRCLING | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2 ¼ 647 (700-2 ¼) |

HIRL Rwy 12-30 Ⓛ
MIRL Rwy 18-36 Ⓛ



AK, 08 APR 2010 to 03 JUN 2010

# HI-VOR/DME or TACAN RWY 30

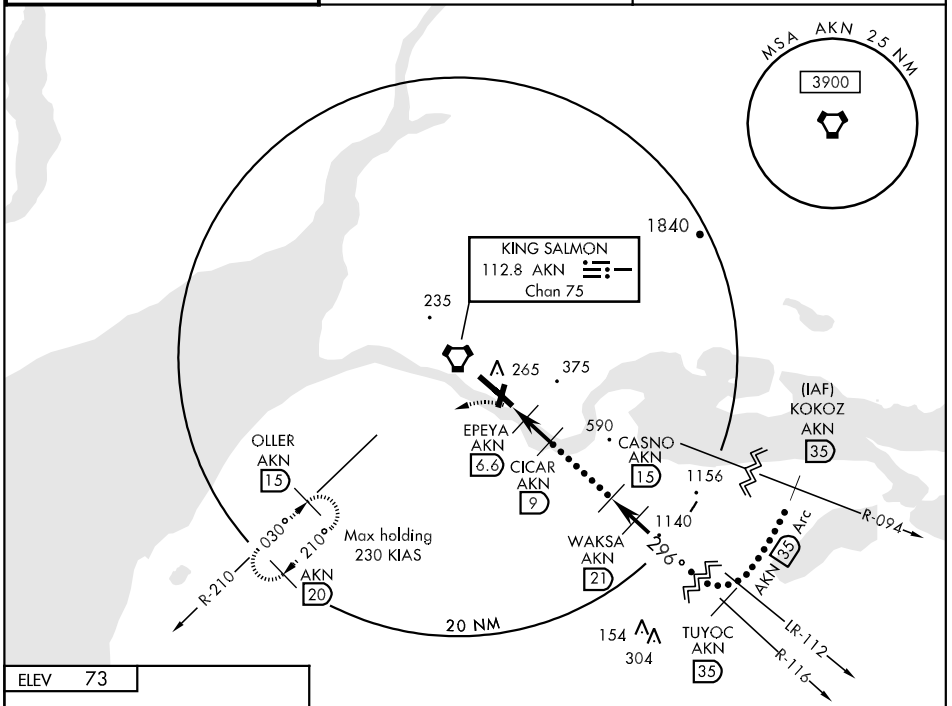
| VORTAC AKN | APCH CRS | Rwy ldg | 8901 |
|---|---|---|---|
| 112.8 | 296° | TDZE | 73 |
| Chan 75 | | Arpt Elev | 73 |

JAL-1237 [USAF] — KING SALMON (PAKN)

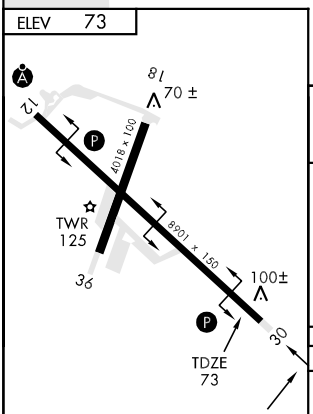
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/ AKN 15 DME and hold.

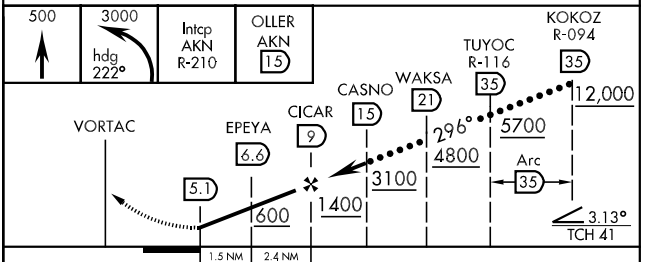
| ATIS ★ | ANCHORAGE CENTER | CTAF | UNICOM |
|---|---|---|---|
| 128.8 | 124.8 354.0 | 121.9 L 352.05 | 122.95 |

| KING SALMON TOWER ★ | GND CON | ASOS |
|---|---|---|
| 118.3 279.5 | 121.9 | |




EMERG SAFE ALT 100 NM 9900




| CATEGORY | C | D | E |
|---|---|---|---|
| S-30 | 420-1<br>347 (400-1) | 420-1¼<br>347 (400-1¼) | |
| CIRCLING | 580-1½<br>507 (600-1½) | 640-2<br>567 (600-2) | 720-2¼<br>647 (800-2¼) |



AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-AKN | APP CRS | Rwy Idg | 8901 |
|---|---|---|---|
| 110.3 | 116° | TDZE | 62 |
| Chan 75 | | Apt Elev | 73 |

# ILS or LOC/DME RWY 12

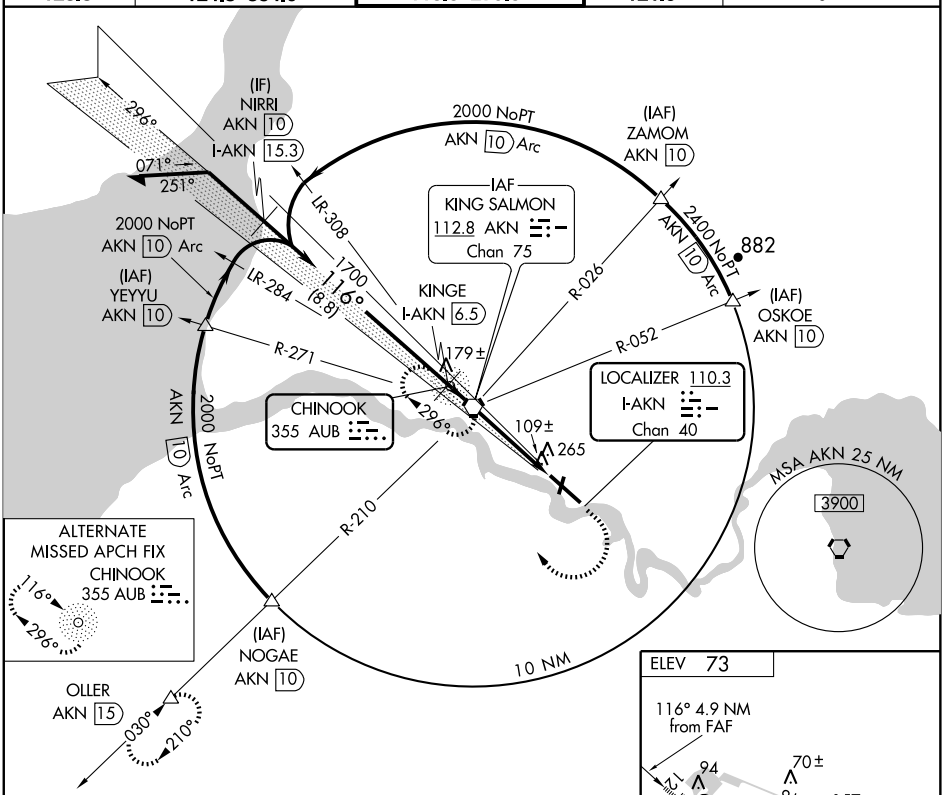
## KING SALMON (AKN)(PAKN)

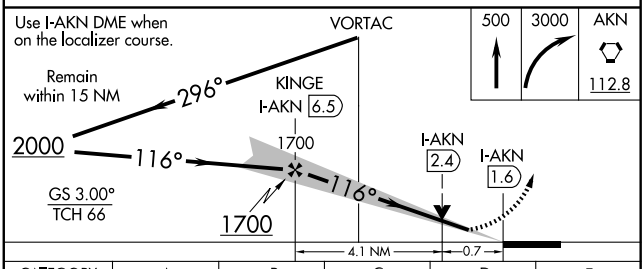
For inoperative ALSF, increase S-ILS 12 Cat E visibility to ¾ mile; increase S-LOC 12 Cat D/E visibility to 1 mile. Autopilot coupled approach not authorized below 500.

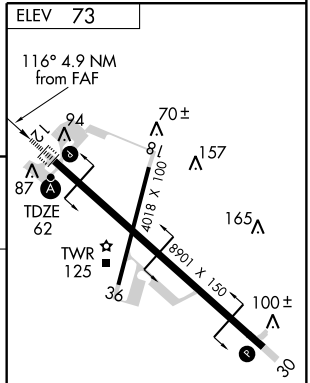
ALSF-2

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing right turn to 3000 via 240° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER ★ | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 (L) 352.05 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12 | 262-½ 200 (200-½) | | | | |
| S-LOC 12 | 360-½ 298 (300-½) | | | 360-¾ 298 (300-¾) | |
| CIRCLING | 580-1 507 (600-1) | | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-AKN | APP CRS | Rwy Idg | 8901 |
|---|---|---|---|
| 110.3 | 296° | TDZE | 73 |
| | | Apt Elev | 73 |

# LOC/DME BC RWY 30

KING SALMON (AKN)(PAKN)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500 then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound).

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER★ | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 (L) 352.05 |

MSA AKN 25 NM
3900

BACK COURSE

10 NM

(IAF)
OLAYA
AKN 15

R-026

2900 NoPT
AKN 15 Arc

CHINOOK
355 AUB

2900
AUB NDB
to Pucid
116° (16.1)

KING SALMON
112.8 AKN
Chan 75

116°
296°

265

2900
AKN VORTAC to Pucid
116° (15)

R-094

108±

PUNNI
I-AKN 3.7

WULAK
I-AKN 0.5

(IAF)
CACCA
AKN 15
244±

LOCALIZER 110.3
I-AKN
Chan 40

R-210

LR-108

1400

296°

2900 NoPT
AKN 15 Arc

ALTERNATE
MISSED APCH FIX
CHINOOK
355 AUB
116°
296°

(IAF)
OLLER
AKN 15

Maximum holding
airspeed at OLLER
230 KIAS.

030°
210°

LR-124

(6)

(IF/IAF)
PUCID
I-AKN 9.7

1 min
296°
116°

*2900 NoPT
AKN 15 Arc

1150

* Terminal route OLLER (IAF) to PUCID via 15 DME Arc
NA for TACAN only equipped aircraft.

ELEV 73

94
70±
81
157
87
165
TWR
125
36
100±
TDZE
73
30
4018 X 100
8901 X 150

296° 3.9 NM
from FAF

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

3000 AKN 112.8

Use I-AKN DME when on the localizer course.

PUCID
I-AKN 9.7

One Minute
Holding Pattern

PUNNI
I-AKN 3.7

116°
296°
2900*

WULAK
I-AKN 0.5

296°

1400

3.13°
TCH 45

0.7 3.2 NM 6 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30 | 360-1 287 (300-1) | | | | |
| CIRCLING | 580-1 507 (600-1) | | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 8901 |
|---|---|---|---|
| CH 72608 | 116° | TDZE | 62 |
| W12A | | Apt Elev | 73 |

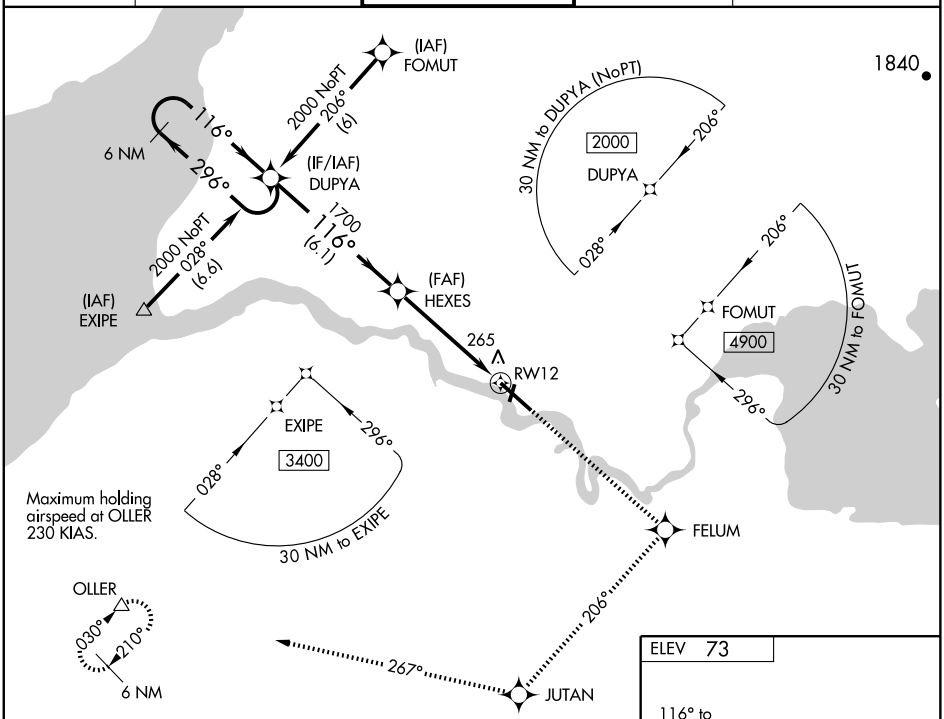
# RNAV (GPS) RWY 12
## KING SALMON (AKN)(PAKN)

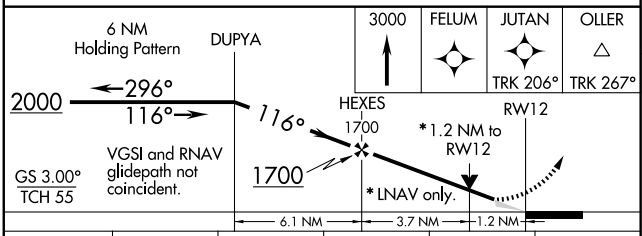
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile, LNAV Cat E visibility to 1½ mile..

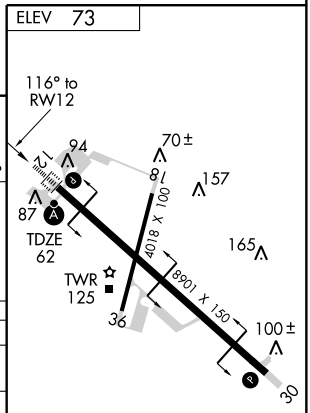
ALSF-2

MISSED APPROACH: Climb to 3000 direct FELUM and via 206° track to JUTAN and via 267° track to OLLER and hold.

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER* | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 L 352.05 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 317-½ 255 (300-½) | | | | |
| LNAV/VNAV DA | 524-1 462 (500-1) | | | | 524-1¼ 462 (500-1¼) |
| LNAV MDA | 520-½ 458 (500-½) | | 520-¾ 458 (500-¾) | 520-1 458 (500-1) | |
| CIRCLING | 580-1 507 (600-1) | | 580-½ 507 (600-½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

MIRL Rwy 18-36 L
HIRL Rwy 12-30 L

AK, 08 APR 2010 to 03 JUN 2010

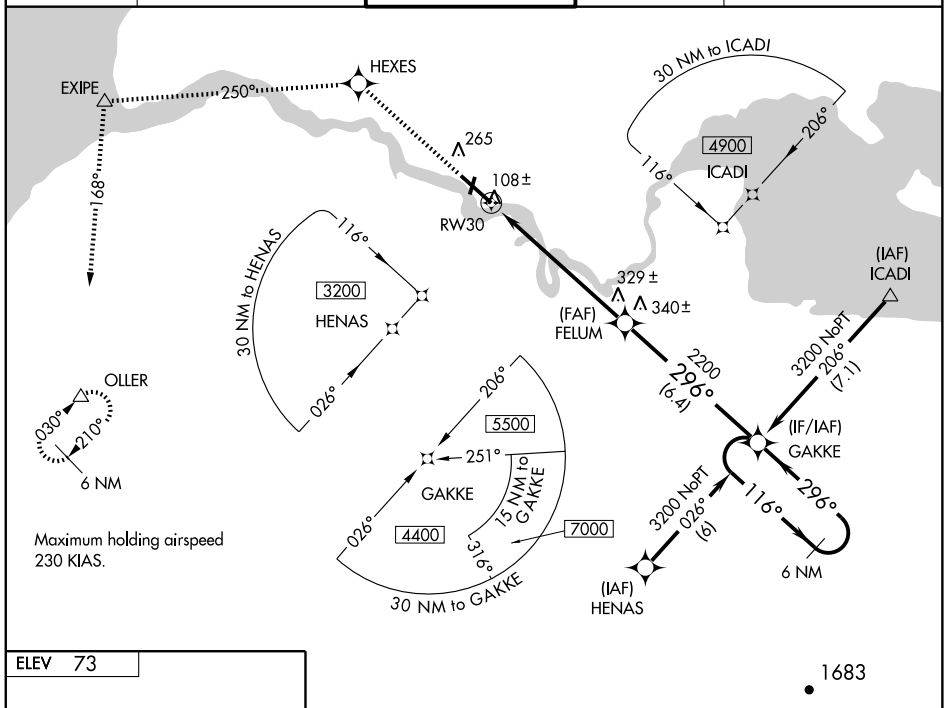
| WAAS CH 77908 W30A | APP CRS 296° | Rwy Idg 8901 TDZE 73 Apt Elev 73 |
|---|---|---|

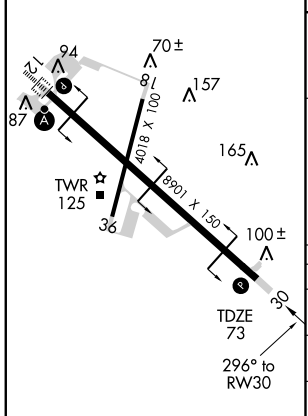
# RNAV (GPS) RWY 30
## KING SALMON (AKN)(PAKN)

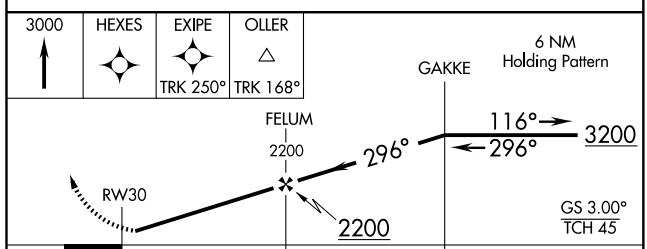
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER* | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 (L) 352.05 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 323-1 250 (300-1) | | | | |
| LNAV/VNAV DA | 358-1 285 (300-1) | | | | |
| LNAV MDA | 600-1 527 (600-1) | | 600-1½ 527 (600-1½) | 600-1¾ 527 (600-1¾) | |
| CIRCLING | 600-1 527 (600-1) | | 600-1½ 527 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

AK, 08 APR 2010 to 03 JUN 2010

| VORTAC AKN | APP CRS | Rwy Idg | 8901 |
|---|---|---|---|
| 112.8 | 296° | TDZE | 73 |
| Chan 75 | | Apt Elev | 73 |

# VOR/DME or TACAN RWY 30

KING SALMON (AKN)(PAKN)

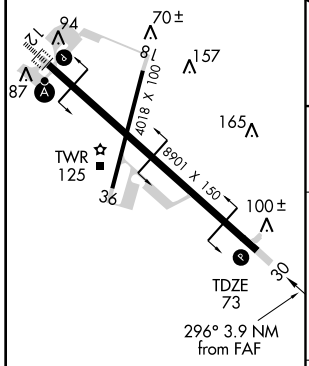
Visibility reduction by helicopters NA.

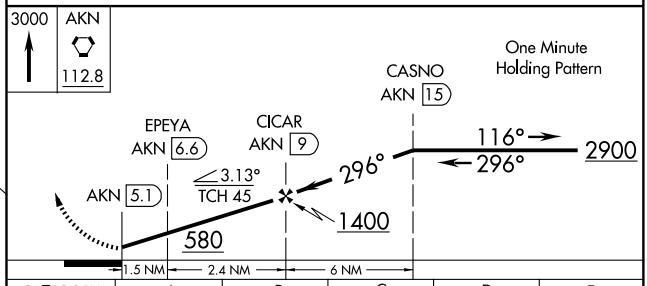
MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/AKN 15 DME and hold SW, right turn, 030° inbound).

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER★ | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 (L) 352.05 |




*Terminal Route OLLER (IAF) to CASNO via 15 DME Arc NA for TACAN only equipped Aircraft.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30 | 420-1 347 (400-1) | | | 420-1¼ 347 (400-1¼) | |
| CIRCLING | 580-1 507 (600-1) | | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

AK, 08 APR 2010 to 03 JUN 2010

| VORTAC AKN | APP CRS | Rwy Idg | 8901 |
|---|---|---|---|
| 112.8 | 116° | TDZE | 62 |
| Chan 75 | | Apt Elev | 73 |

# VOR or TACAN RWY 12

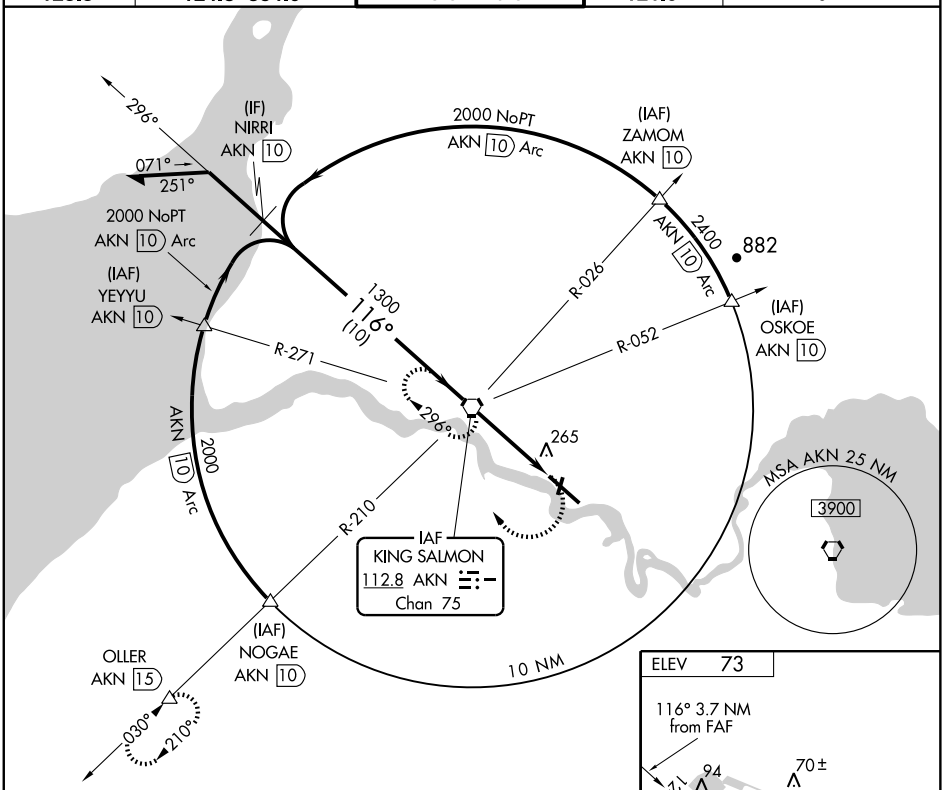
## KING SALMON (AKN)(PAKN)

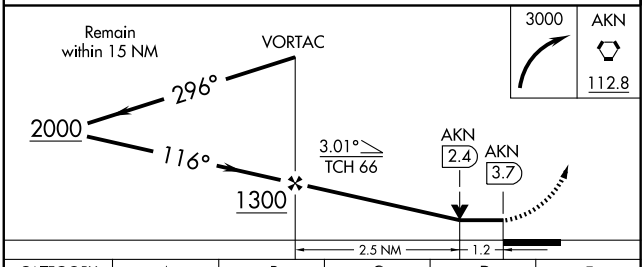
For inoperative ALSF, increase Cat E visibility 1½ mile.

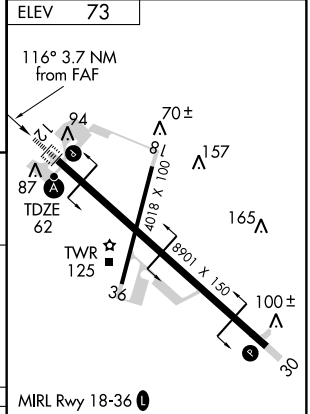
ALSF-2

MISSED APPROACH: Climbing right to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 via 238° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

| ATIS | ANCHORAGE CENTER | KING SALMON TOWER ★ | GND CON | CTAF |
|---|---|---|---|---|
| 128.8 | 124.8 354.0 | 118.3 279.5 | 121.9 | 121.9 (L) 352.05 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 | 520-½ | 458 (500-½) | 520-¾ 458 (500-¾) | 520-1 | 458 (500-1) |
| CIRCLING | 580-1 | 507 (600-1) | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

AK, 08 APR 2010 to 03 JUN 2010

KIPNUK, ALASKA

AL-9464 (FAA)

# RNAV (GPS) RWY 15

KIPNUK (IIK) (PAKI)

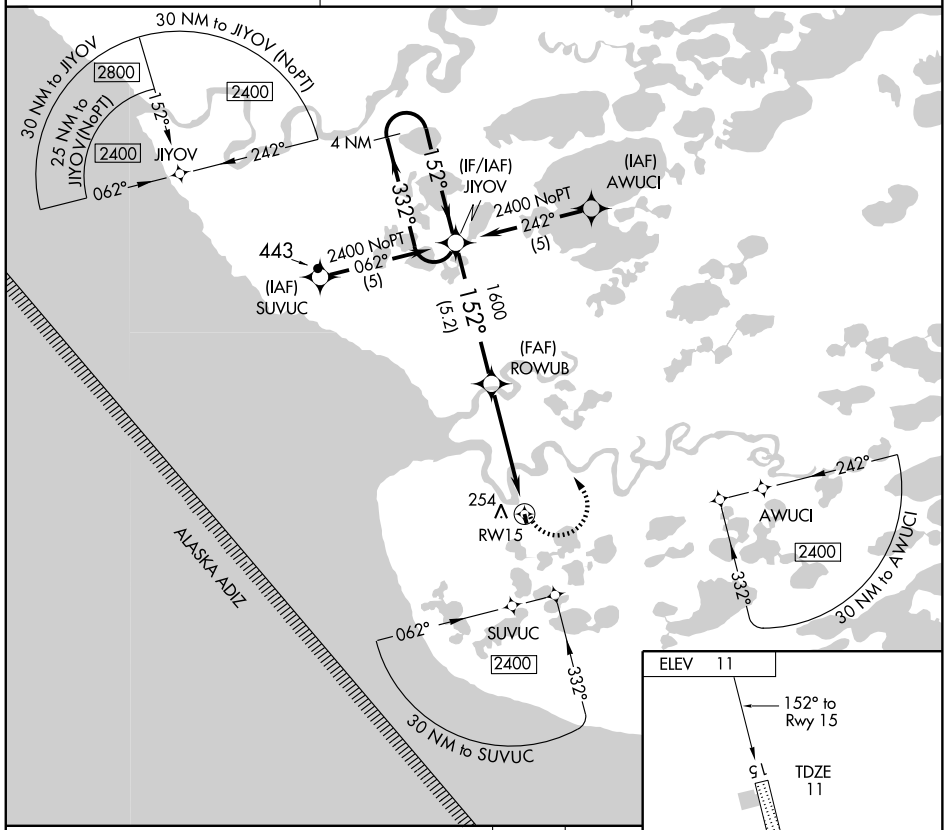
| APP CRS | Rwy Idg | 2120 |
|---|---|---|
| 152° | TDZE | 11 |
| | Apt Elev | 11 |

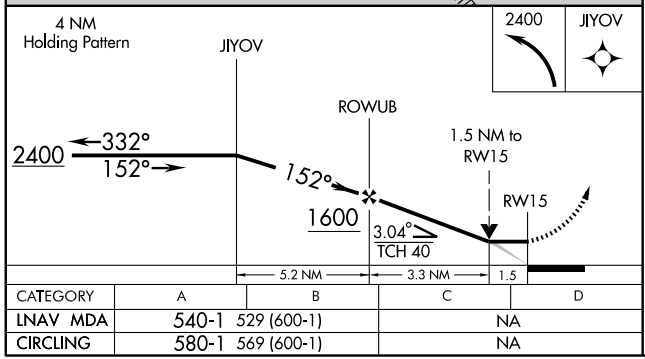
T
A NA

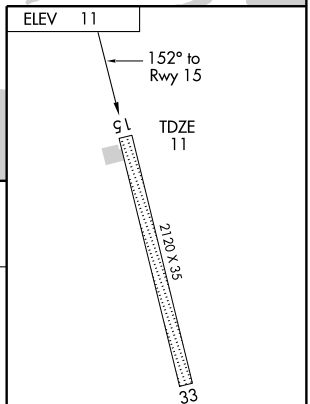
Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP not available with Mekoryuk altimeter setting If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

MISSED APPROACH: Climbing left turn to 2400 direct JIYOV and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.325 | 125.2 372.0 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 529 (600-1) | NA | |
| CIRCLING | 580-1 | 569 (600-1) | NA | |

MIRL Rwy 15-33

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 2120 |
|---|---|---|
| 318° | TDZE | 11 |
| | Apt Elev | 11 |

# RNAV (GPS) RWY 33

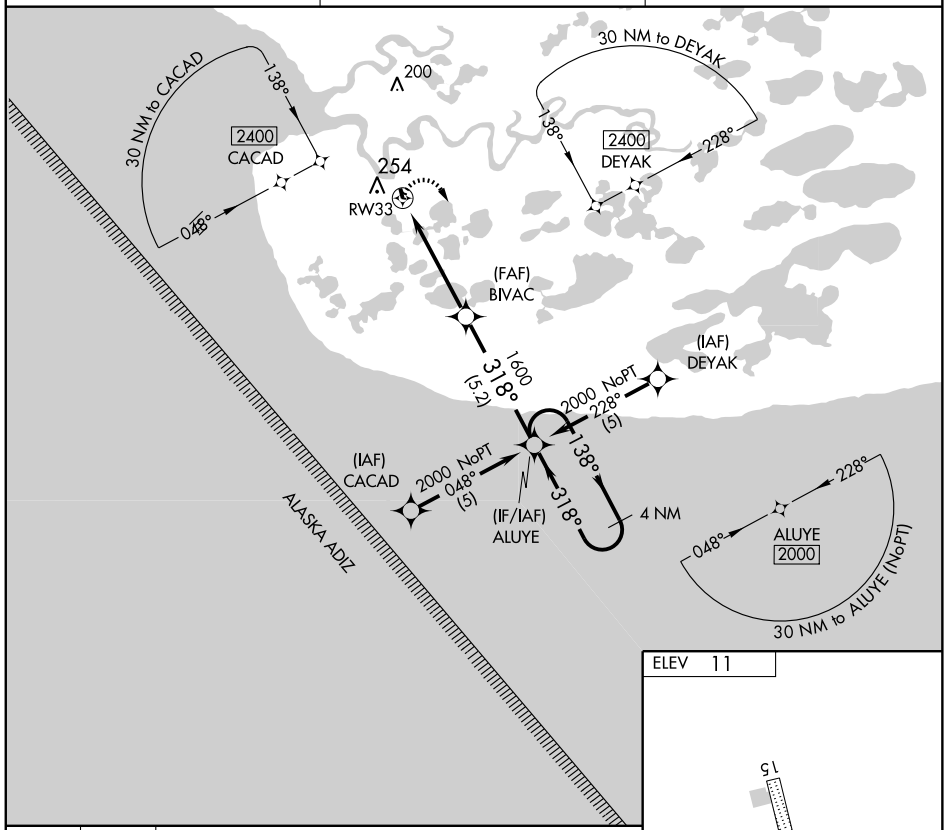
KIPNUK (IIK) (PAKI)

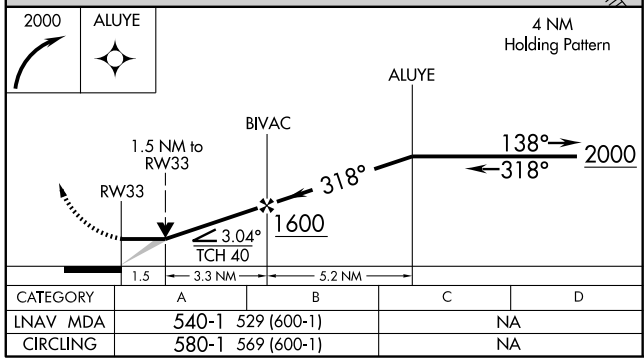
T
A NA

Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP not available with Mekoryuk altimeter setting. If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

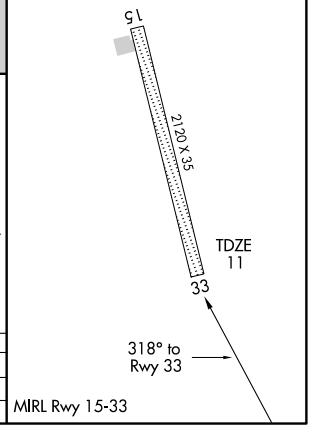
MISSED APPROACH: Climbing right turn to 2000 direct ALUYE and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.325 | 125.2 372.0 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 529 (600-1) | NA | |
| CIRCLING | 580-1 | 569 (600-1) | NA | |

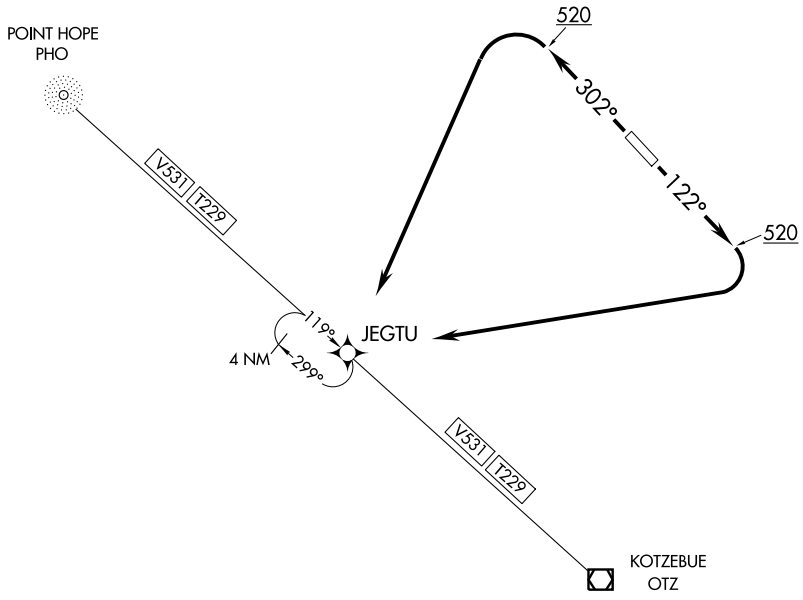



AK. 08 APR 2010 to 03 JUN 2010

# JEGTU ONE DEPARTURE (RNAV)



NOATAK AWOS-3
135.75
ANCHORAGE CENTER
119.2 263.0
(CTAF) 122.8




TAKE-OFF MINIMUMS

Rwy 12, 30: Standard.

NOTE:
1. GPS Required
2. RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb heading 122° to 520′, then right turn direct JEGTU, Thence . . . .

TAKE-OFF RWY 30: Climb heading 302° to 520′, then left turn direct JEGTU, Thence . . . .

. . . . climb in JEGTU holding pattern to cross JEGTU at or above MEA for route of flight before proceeding on course.

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 122° | TDZE | 13 |
| | Apt Elev | 13 |

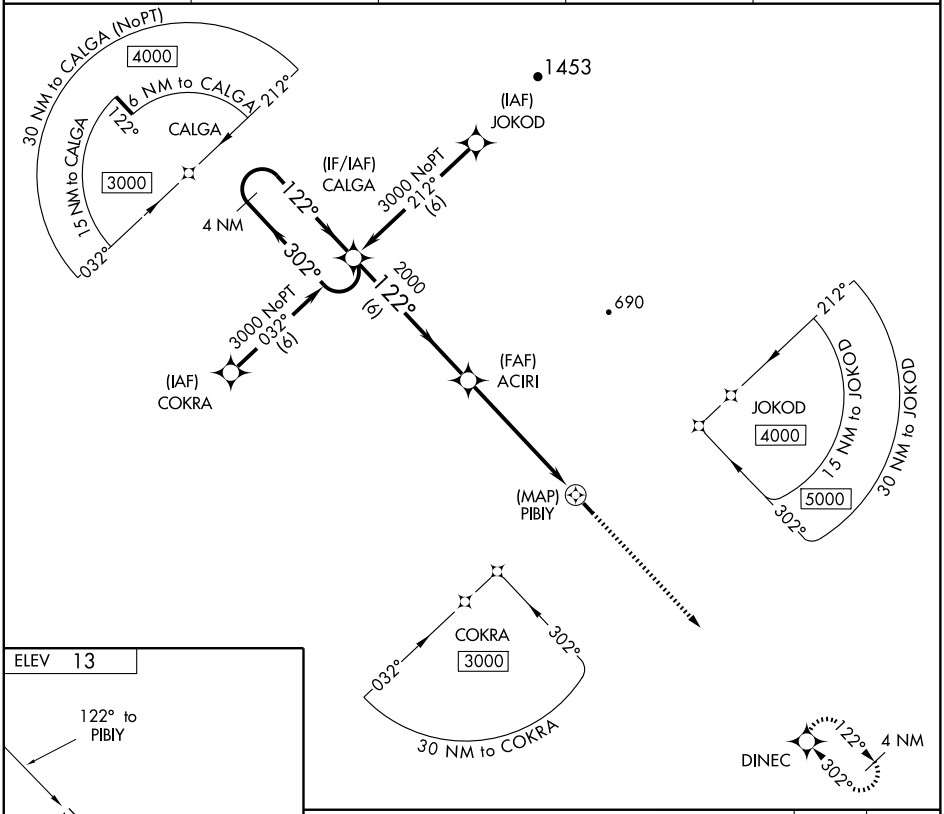
# RNAV (GPS) RWY 12

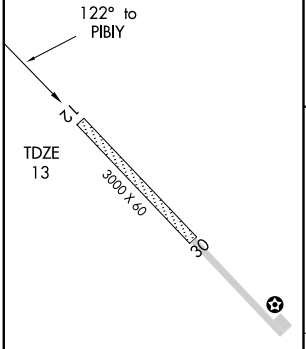
KIVALINA (KVL)(PAVL)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and Cat C visibility ¾ mile.

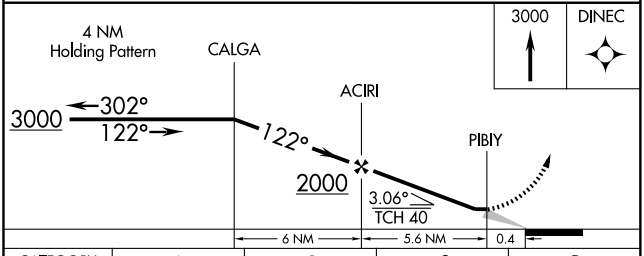
MISSED APPROACH: Climb to 3000 direct DINEC and hold.

| ASOS | NOATAK AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | UNICOM |
|---|---|---|---|---|
| 135.8 | 135.75 | 119.2 263.0 | 122.55 | 122.8 (CTAF) L |




MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 340-1 327 (400-1) | | | NA |
| CIRCLING | 440-1<br>427 (500-1) | 480-1<br>467 (500-1) | 480-1½<br>467 (500-1½) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 302° | TDZE | 13 |
| | Apt Elev | 13 |

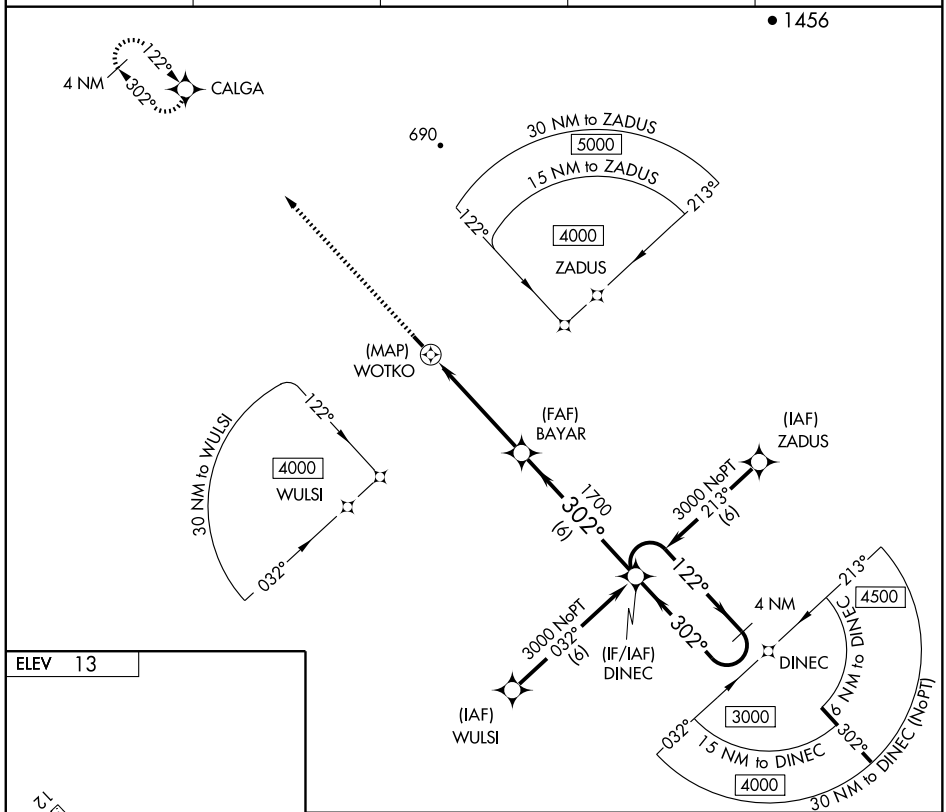
# RNAV (GPS) RWY 30

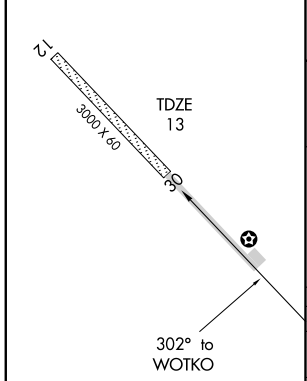
KIVALINA (KVL)(PAVL)

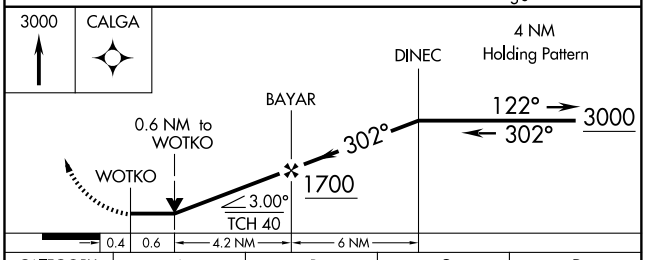
DME/DME or RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and LNAV Cat C visibility 1 mile and circling Cat C visibility ¾ mile. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 3000 direct CALGA and hold.

| ASOS | NOATAK AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | UNICOM |
|---|---|---|---|---|
| 135.8 | 135.75 | 119.2 263.0 | 122.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 367 (400-1) | | | NA |
| CIRCLING | 380-1 367 (400-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | NA |

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 020° | TDZE | 57 |
| | Apt Elev | 80 |

# GPS RWY 2

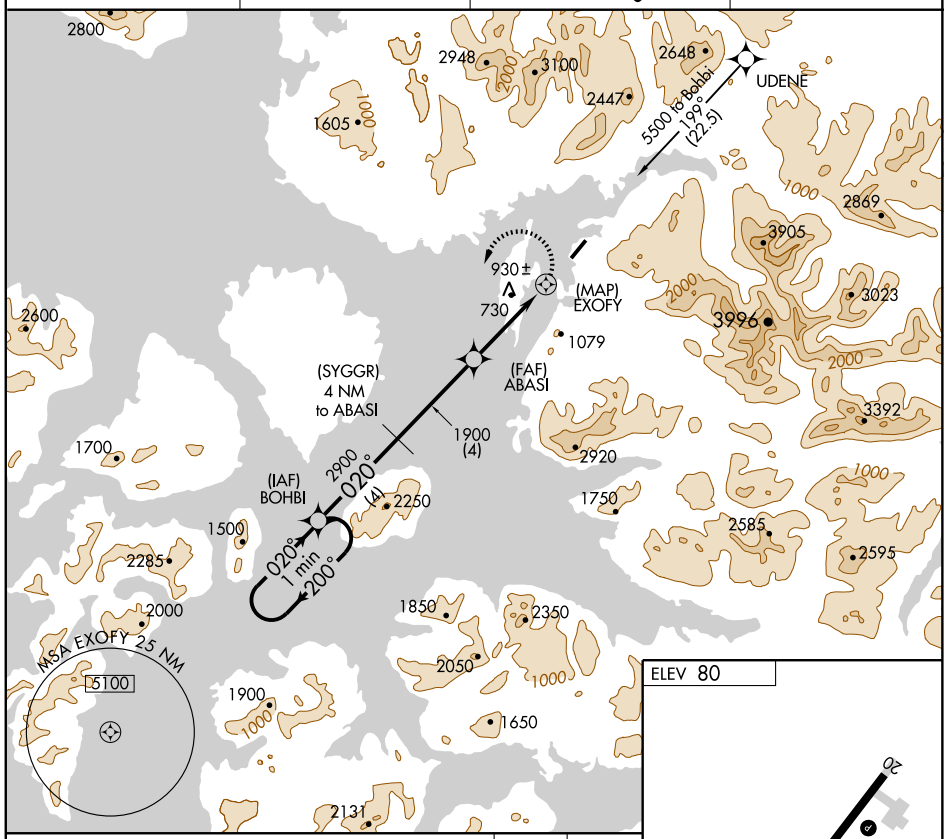
## KLAWOCK (AKW) (PAKW)

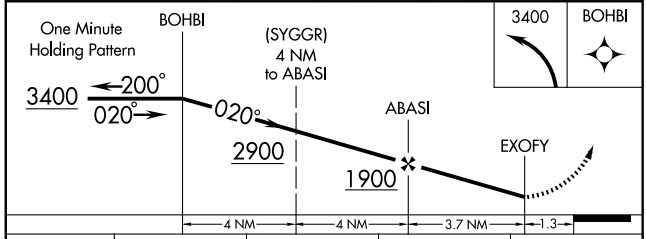
Circling not authorized east of Rwy 2-20.

NA

MISSED APPROACH: Climbing left turn to 3400 direct BOHBI and hold.

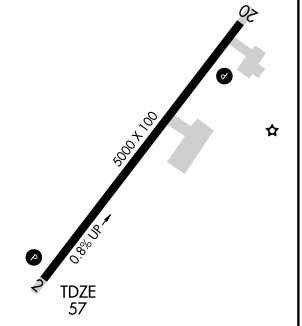
| ASOS | ANCHORAGE CENTER | KETCHIKAN RADIO | CTAF |
|---|---|---|---|
| 135.45 | 118.5 284.6 | 122.25 L | 120.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1180-1½ 1123 (1100-1½) | | 1180-3 1123 (1100-3) | NA |
| CIRCLING | 1180-1½ 1100 (1100-1½) | | 1180-3 1100 (1100-3) | NA |

ELEV 80




REIL Rwys 2 and 20

MIRL Rwy 2-20 L

AK, 08 APR 2010 to 03 JUN 2010

KLAWOCK, ALASKA

AL-9230 (FAA)

# NDB/DME RWY 2

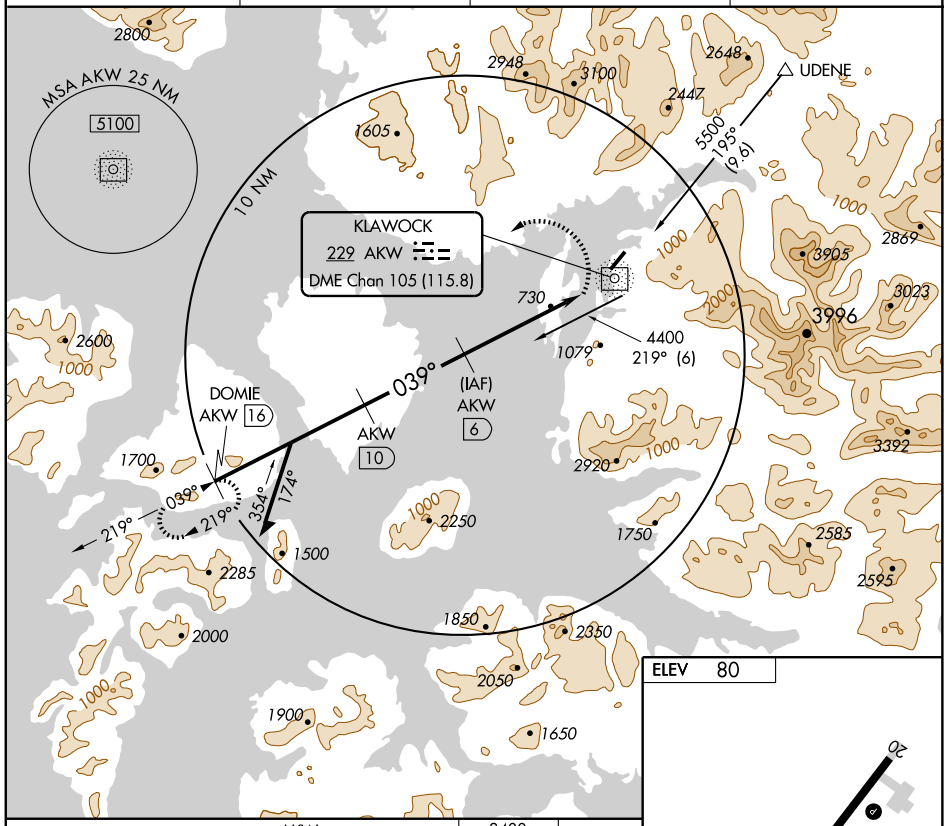
## KLAWOCK (AKW) (PAKW)

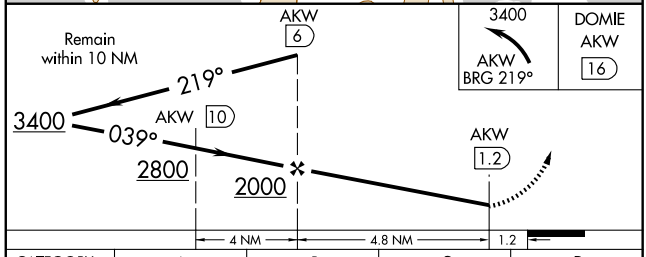
| NDB/DME AKW | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 229 | 039° | TDZE | 57 |
| Chan 105 (115.8) | | Apt Elev | 80 |

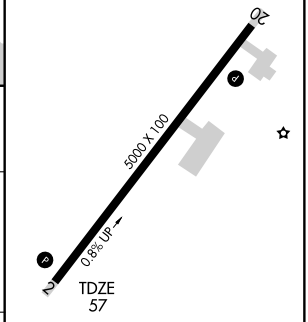
Circling not authorized east of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 3400 to intercept AKW 219° bearing to DOMIE/16 DME and hold.

| ASOS | ANCHORAGE CENTER | KETCHIKAN RADIO | CTAF |
|---|---|---|---|
| 135.45 | 118.5 284.6 | 122.25 L | 120.9 |




REIL Rwys 2 and 20

MIRL Rwy 2-20 L

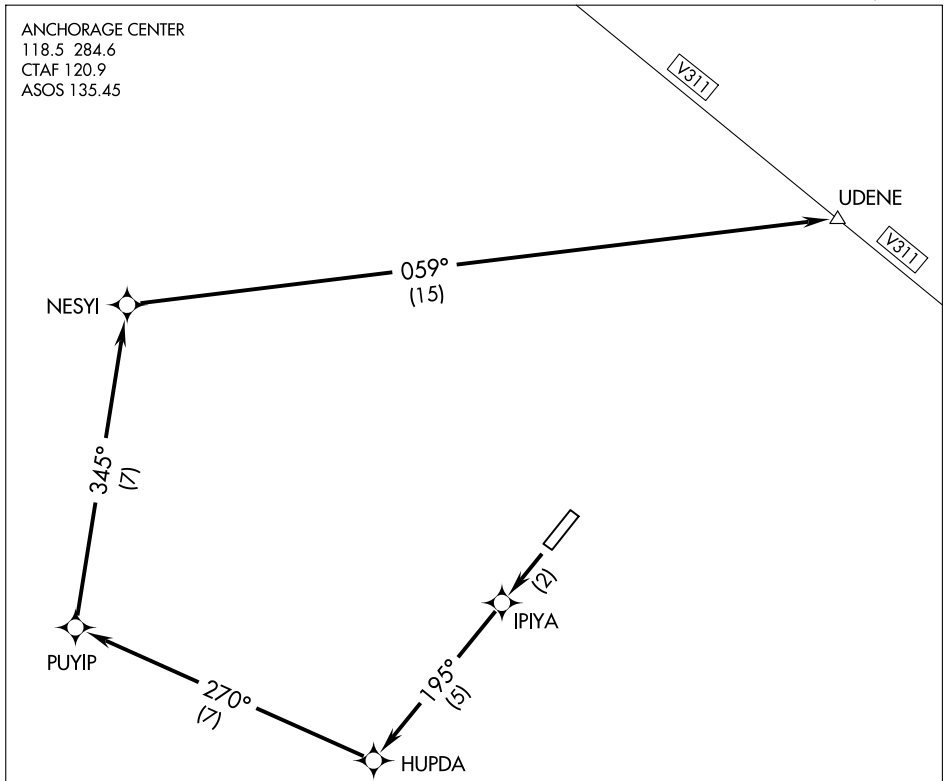
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1280-1½ | 1223 (1200-1½) | 1280-3<br>1223 (1200-3) | NA |
| CIRCLING | 1280-1½ | 1200 (1200-1½) | 1280-3<br>1200 (1200-3) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

# UDENE ONE DEPARTURE (RNAV)






NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 2: NA- Obstacles.
Rwy 20: Standard with a minimum climb of 422′ per NM to 2500.

TAKE-OFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811′ from DER, 1716′ right of centerline, up to 158′ AGL/557′ MSL.
Trees 5964′ from DER, 1370′ left of centerline, up to 158′ AGL/357′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 6000 direct IPIYA and via depicted route to UDENE.

KOBUK, ALASKA

AL-10304 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 080° | TDZE | 137 |
| | Apt Elev | 137 |

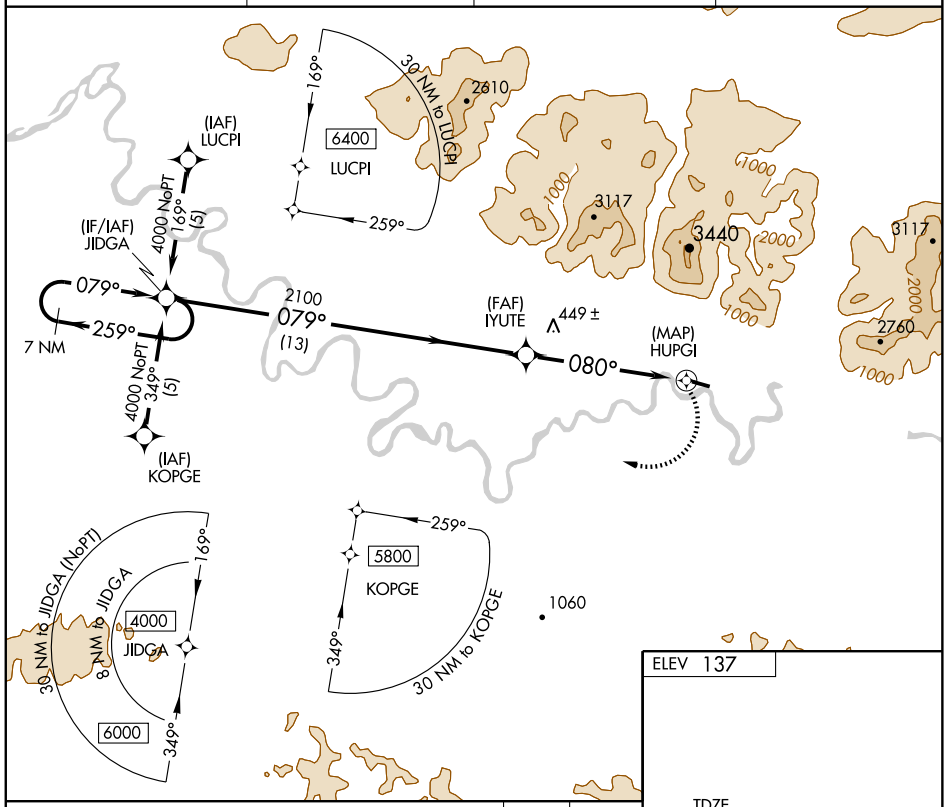
# RNAV (GPS) RWY 9

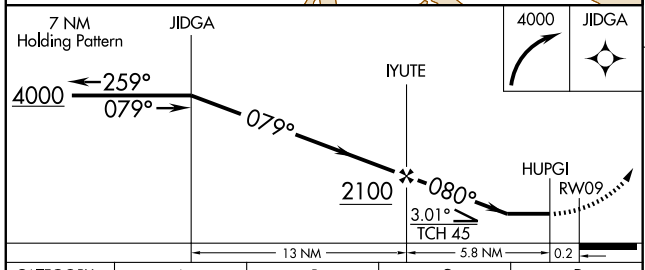
KOBUK (OBU) (PAOB)

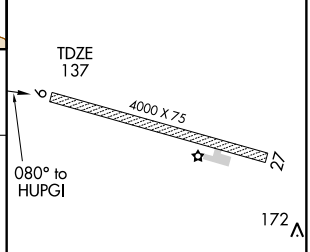
Use Ambler altimeter setting. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.

| AMBLER AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 132.1 | 119.2 263.0 | 122.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 643 (700-1) | 780-1¾ 643 (700-1¾) | 780-2 643 (700-2) |
| CIRCLING | 780-1 | 643 (700-1) | 780-1¾ 643 (700-1¾) | 780-2 643 (700-2) |

MIRL Rwy 9-27 L

AK. 08 APR 2010 to 03 JUN 2010

KOBUK, ALASKA

AL-10304 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 274° | TDZE | 137 |
| | Apt Elev | 137 |

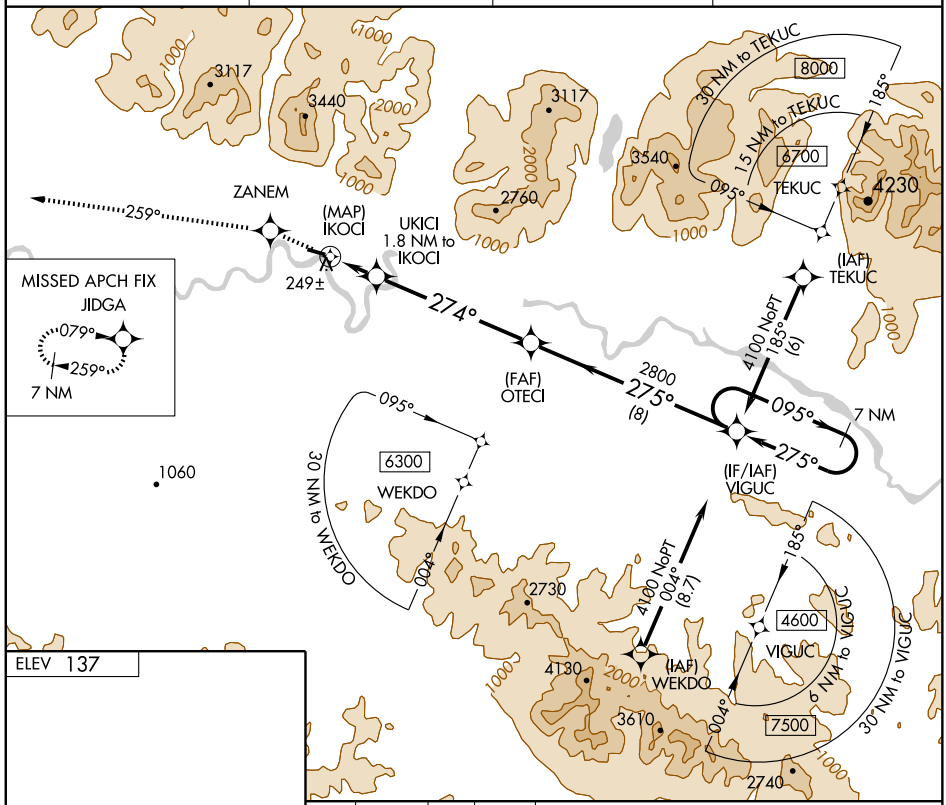
# RNAV (GPS) RWY 27

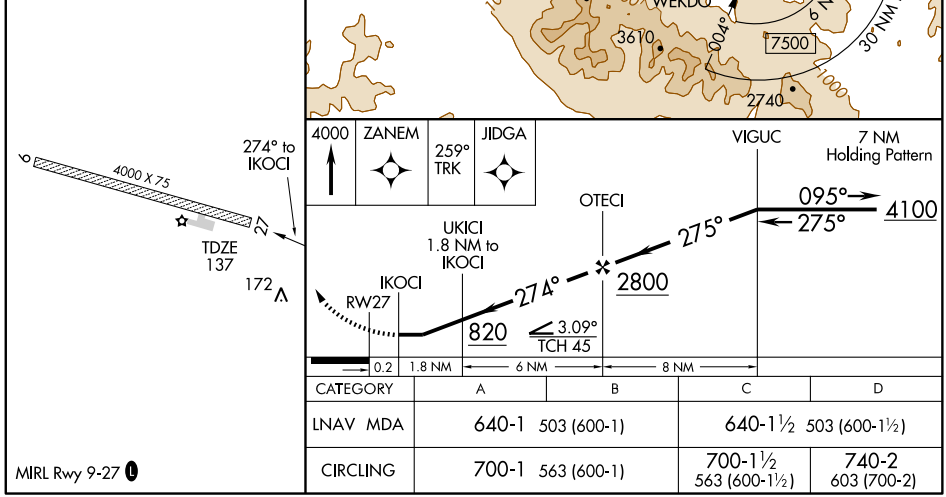
KOBUK (OBU) (PAOB)

Use Ambler altimeter setting. Circling NA north of Rwy 9-27.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb 4000 direct ZANEM and via 259° track to JIDGA and hold.

| AMBLER AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 132.1 | 119.2 263.0 | 122.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 503 (600-1) | | 640-1½ 503 (600-1½) | |
| CIRCLING | 700-1 563 (600-1) | | 700-1½ 563 (600-1½) | 740-2 603 (700-2) |

MIRL Rwy 9-27 L

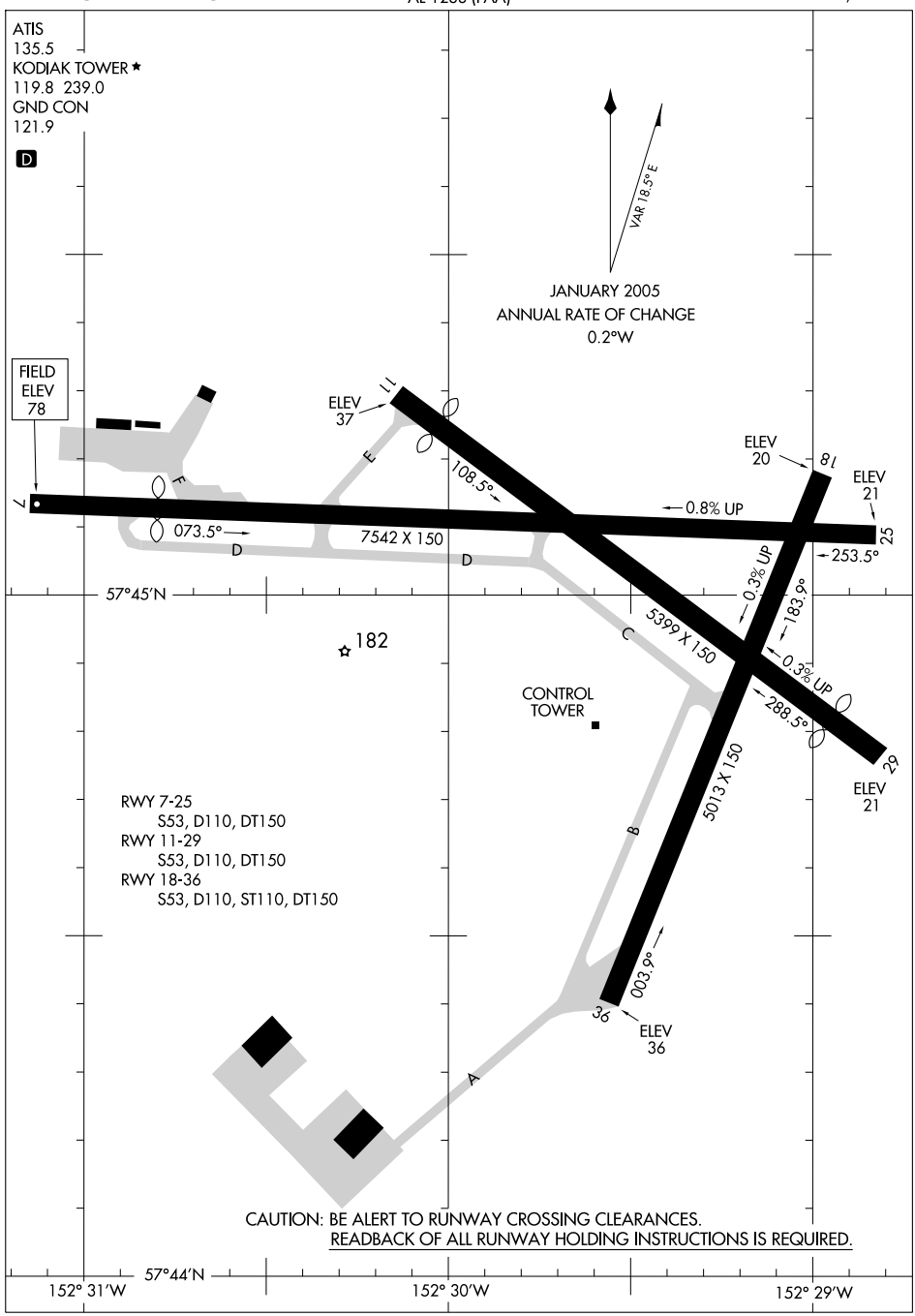
AK, 08 APR 2010 to 03 JUN 2010

09013

# AIRPORT DIAGRAM

AL-1238 (FAA)

KODIAK (ADQ)(PADQ)
KODIAK, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

KODIAK, ALASKA

AL-1238 (FAA)

| LOC/DME I-ADQ | APP CRS | Rwy Idg 7542 |
|---|---|---|
| 110.9 | 254° | TDZE 33 |
| Chan 46 | | Apt Elev 78 |

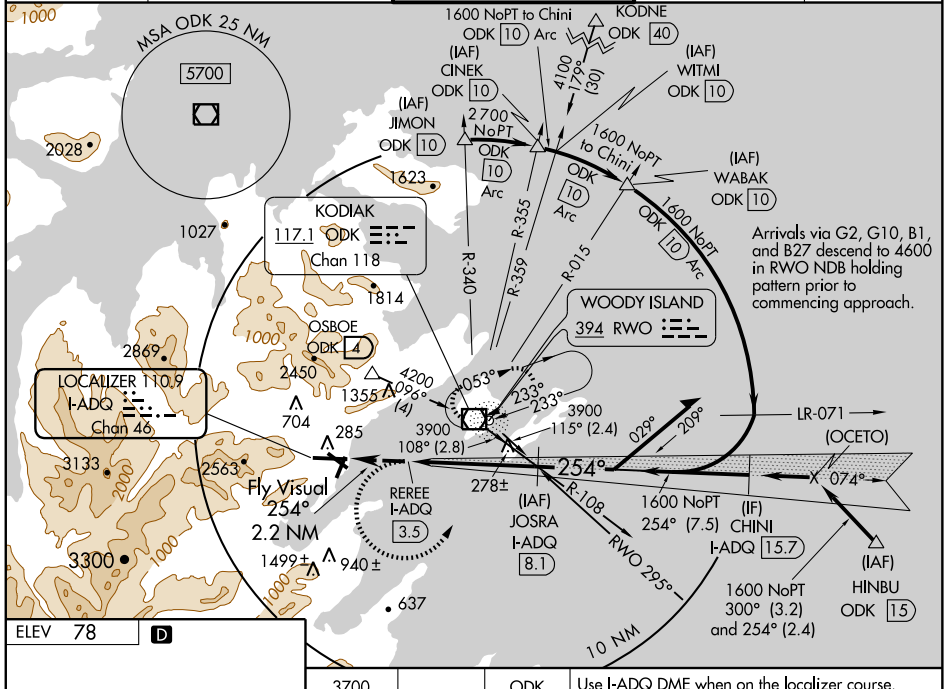
# ILS or LOC/DME Y RWY 25

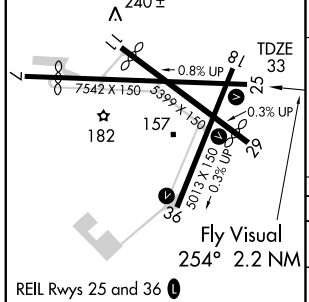
KODIAK (ADQ)(PADQ)

Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night.
Rapidly rising terrain north, west, and south of airport.
ILS unusable from 2 DME inbound.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | KODIAK TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 135.5 | 125.1 281.4 | 119.8 (CTAF) L 239.0 | 121.9 | 122.8 |

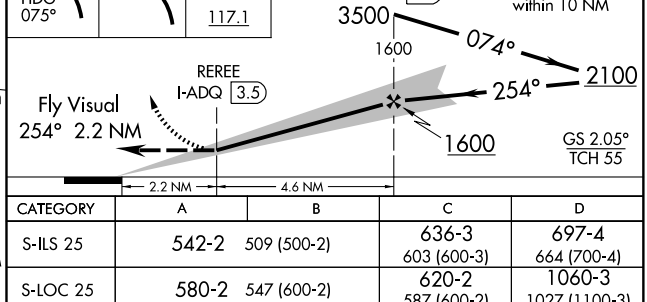



REIL Rwys 25 and 36 L

HIRL Rwys 7-25, 11-29 and 18-36 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



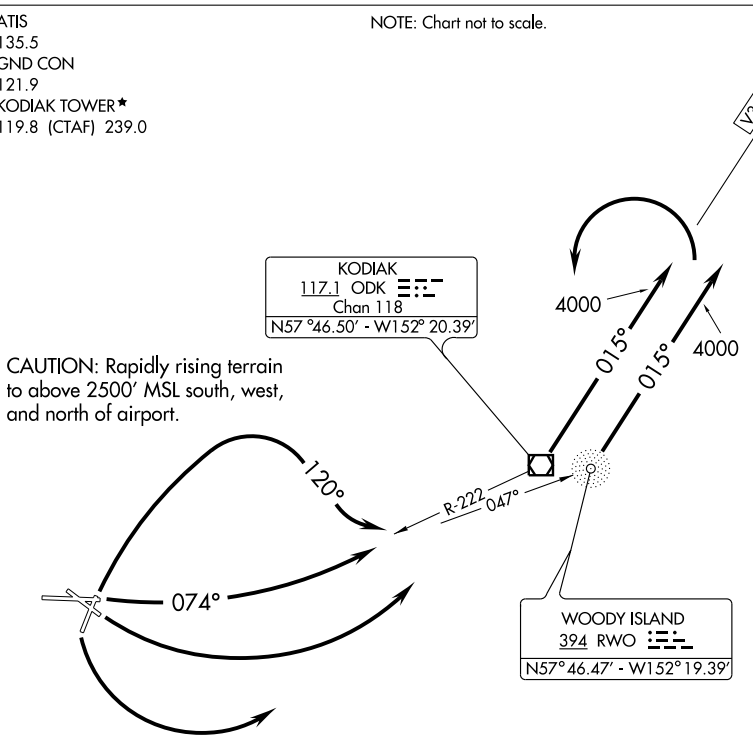

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 542-2 | 509 (500-2) | 636-3<br>603 (600-3) | 697-4<br>664 (700-4) |
| S-LOC 25 | 580-2 | 547 (600-2) | 620-2<br>587 (600-2) | 1060-3<br>1027 (1100-3) |
| CIRCLING<br>29, 36, 25 | 660-2½<br>582 (600-2½) | 720-2½<br>642 (700-2½ ) | 740-3<br>662 (700-3) | 1060-4<br>982 (1000-4) |
| CIRCLING<br>18 | 660-2½<br>582 (600-2½) | 1060-2½<br>982 (1000-2½) | 1260-3<br>1182 (1200-3) | 1660-4<br>1582 (1600-4) |

AK. 08 APR 2010 to 03 JUN 2010

# KODIAK FIVE DEPARTURE (OBSTACLE)

ATIS
135.5
GND CON
121.9
KODIAK TOWER★
119.8 (CTAF) 239.0

NOTE: Chart not to scale.




TAKEOFF MINIMUMS:
Rwy 7: Standard.
Rwy 11: 300-2 or standard with minimum climb of 265' per NM to 500.
Rwy 18: Standard with the following minimum climb requirements: 150K or less, 400 feet per NM to 1200; more than 150K, 530 feet per NM to 1900, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.
Rwy 25: NA - Terrain.
Rwy 29: NA at night. 2500-5.
Rwy 36: NA at night. 1400-3 with the following minimum climb requirements: 150K or less, 500 feet per NM to 1600; more than 150K, 665 feet per NM to 1800, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.

TAKE-OFF OBSTACLE NOTES:
Rwy 7, vehicle and ship beginning 50' from DER, on centerline, 135' AGL/135' MSL.
Rwy 11, vehicle and ship beginning 50' from DER, on centerline, up to 135' AGL/135' MSL.
Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
Rwy 18, multiple trees and vehicle beginning 4' from DER, on centerline, up to 100' AGL/134' MSL.
Multiple trees 295' from DER, 357' right of centerline, up to 100' AGL/140' MSL.
Rwy 29, multiple trees, bushes, and terrain, 336' from DER, 276' left of centerline, up to 100' AGL/1081' MSL. Multiple trees, vehicle, bushes, and terrain 50' from DER, on centerline, up to 100' AGL/320' MSL. Multiple towers 6061' from DER, 31' right of centerline, up to 468' AGL/658' MSL.
Rwy 36, Multiple trees and vehicles 50' from DER, on centerline, up to 100' AGL/323' MSL.

# KODIAK FIVE DEPARTURE (OBSTACLE)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 074° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 11: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 18: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME or RWO NDB at or above 2400 MSL, Thence . . . .
TAKE-OFF RUNWAY 36: Climbing right turn via heading 120° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence. . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB, Thence . . . .

. . . . Climb to 4000 via ODK VOR/DME R-015 or 015° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

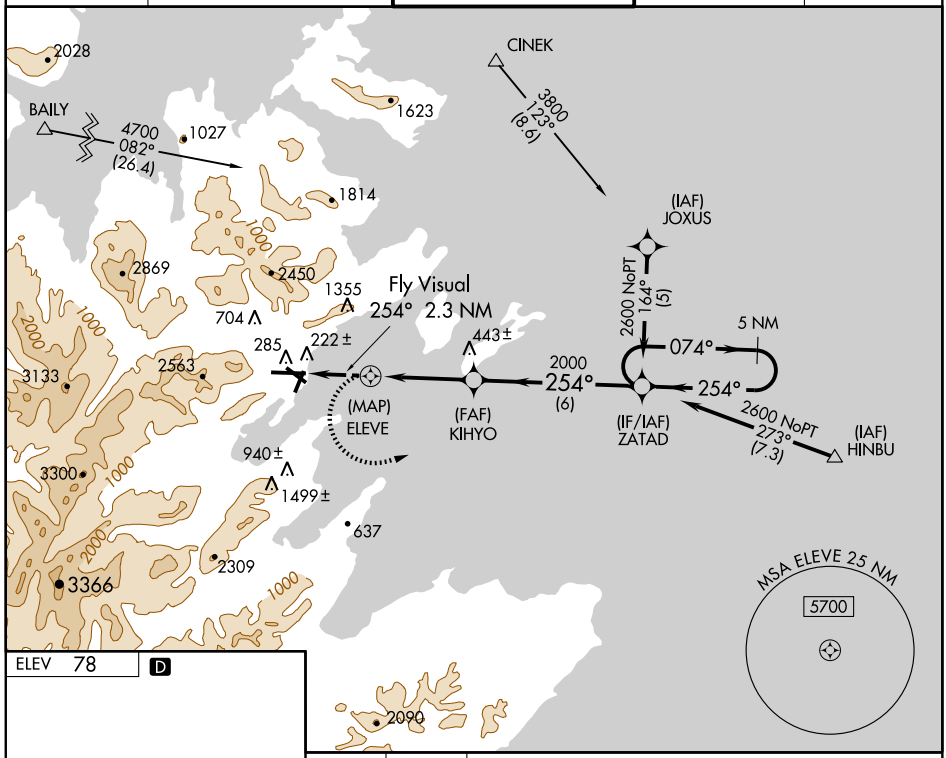
| APP CRS | Rwy Idg | 7542 |
|---|---|---|
| 254° | TDZE | 33 |
| | Apt Elev | 78 |

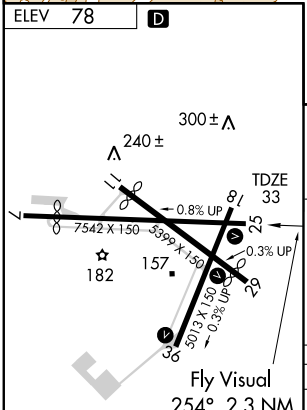
# RNAV (GPS) RWY 25
## KODIAK (ADQ)(PADQ)

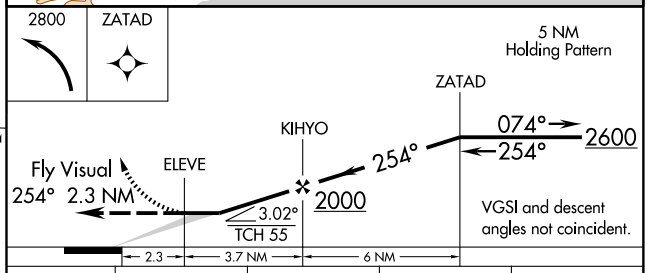
Circling NA west of runway 18-36. DME/DME RNP-0.3 NA.
Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 26 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 2800 direct ZATAD and hold.

| ATIS | ANCHORAGE CENTER | KODIAK TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 135.5 | 125.1 281.4 | 119.8 (CTAF) L 239.0 | 121.9 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-2 447 (500-2) | | 580-2<br>547 (600-2) | 1040-3<br>1007 (1000-3) |
| CIRCLING<br>29, 36, 25 | 660-2¾<br>582 (600-2¾) | 720-2¾<br>642 (700-2¾) | 740-2¾<br>662 (700-2¾) | 1040-3<br>962 (1000-3) |
| CIRCLING<br>18 | 660-2¾<br>582 (600-2¾) | 1060-2¾<br>982 (1000-2¾) | 1260-3<br>1182 (1200-3) | 1660-3<br>1582 (1600-3) |

REIL Rwys 25 and 36 L
HIRL Rwys 7-25, 11-29 and 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

KODIAK, ALASKA

AL-1238 (FAA)

| VOR/DME ODK 117.1 Chan 118 | APP CRS 233° | Rwy Idg 7542<br>TDZE 33<br>Apt Elev 78 |
|---|---|---|

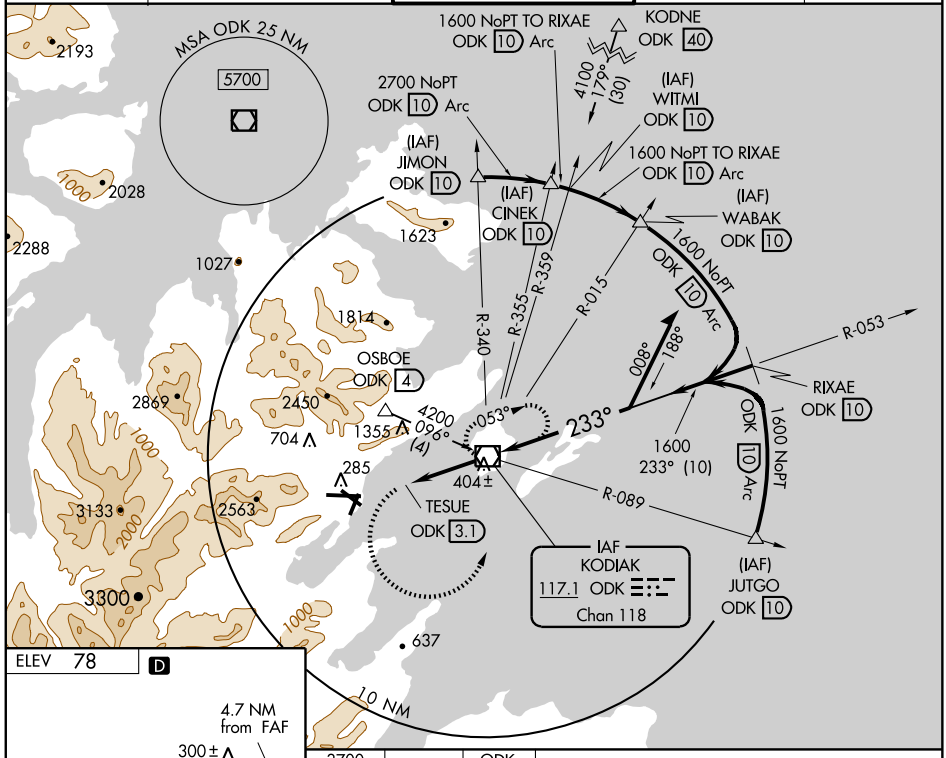
# VOR Y RWY 25

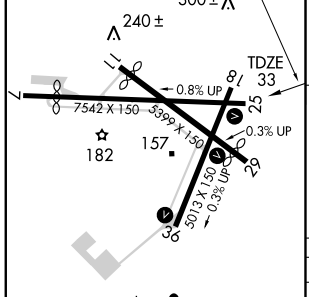
KODIAK (ADQ)(PADQ)

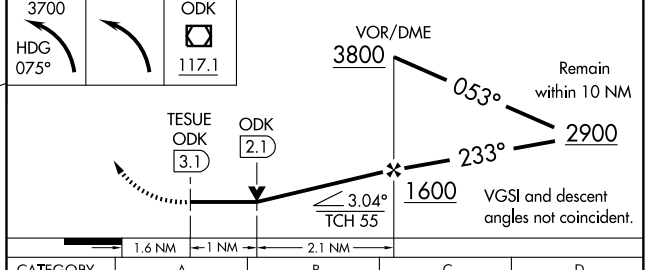
Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | KODIAK TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 135.5 | 125.1 281.4 | 119.8 (CTAF) L 239.0 | 121.9 | 122.8 |




REIL Rwys 25 and 36 L

HIRL Rwys 7-25, 11-29 and 18-36 L

FAF to MAP 3.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 660-2 627 (600-2) | | | |
| CIRCLING 36, 29, 25 | 660-2 582 (600-2) | 720-2 642 (700-2) | 740-2 662 (700-2) | 800-2¼ 722 (800-2¼) |
| CIRCLING 18 | 660-2 582 (600-2) | 1060-2 982 (1000-2) | 1260-3 1182 (1200-3) | 1660-3 1582 (1600-3) |

AK. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 6

KOKHANOK (9K2) (PFKK)

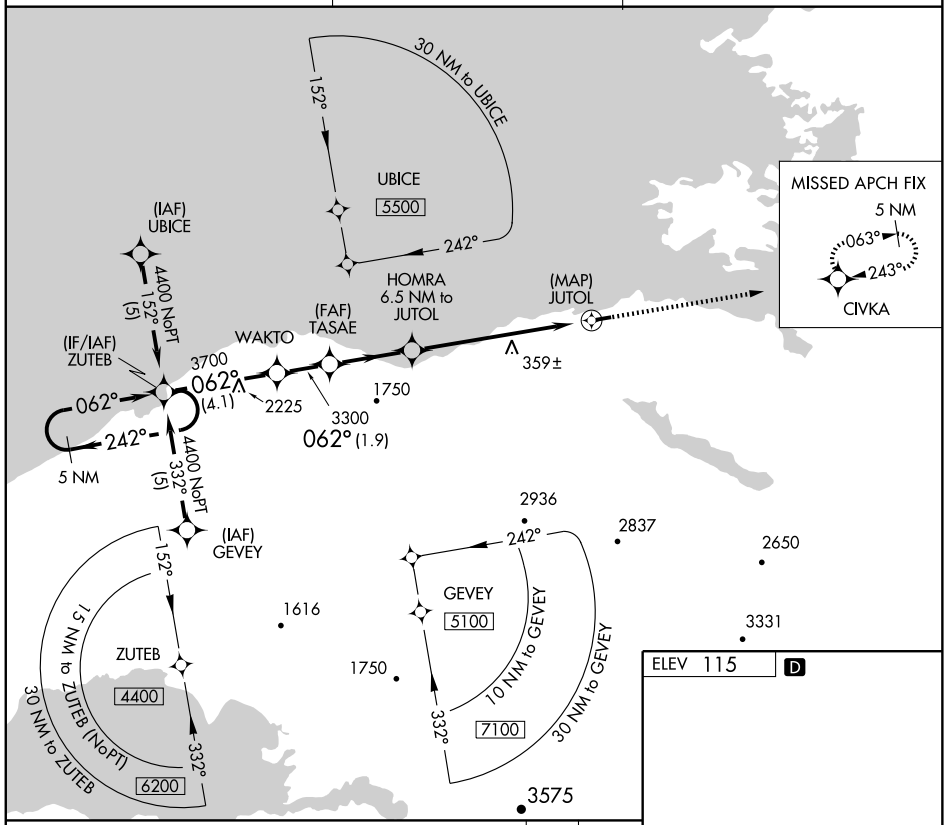
| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 062° | TDZE | 115 |
| | Apt Elev | 115 |

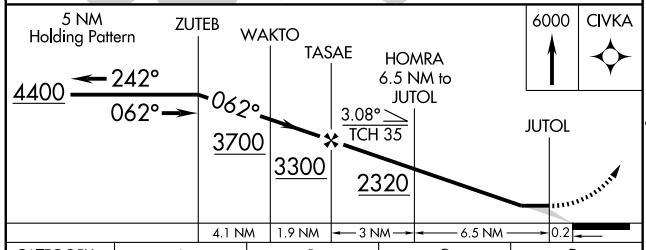
Use Iliamna altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

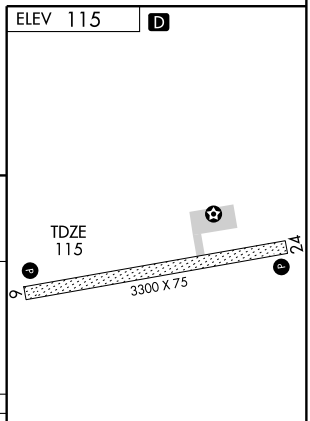
NA

MISSED APPROACH: Climb to 6000 direct CIVKA and hold, continue climb-in-hold to 6000.

| ILIAMNA ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.95 | 124.8 354.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1<br>865 (900-1) | 980-1¼<br>865 (900-1¼) | NA | |
| CIRCLING | 1020-1¼ 905 (1000-1¼) | | NA | |

REIL RWY 6 & 24 L
MIRL RWY 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

KOKHANOK, ALASKA

AL-10160 (FAA)

# RNAV (GPS) RWY 24

KOKHANOK (9K2) (PFKK)

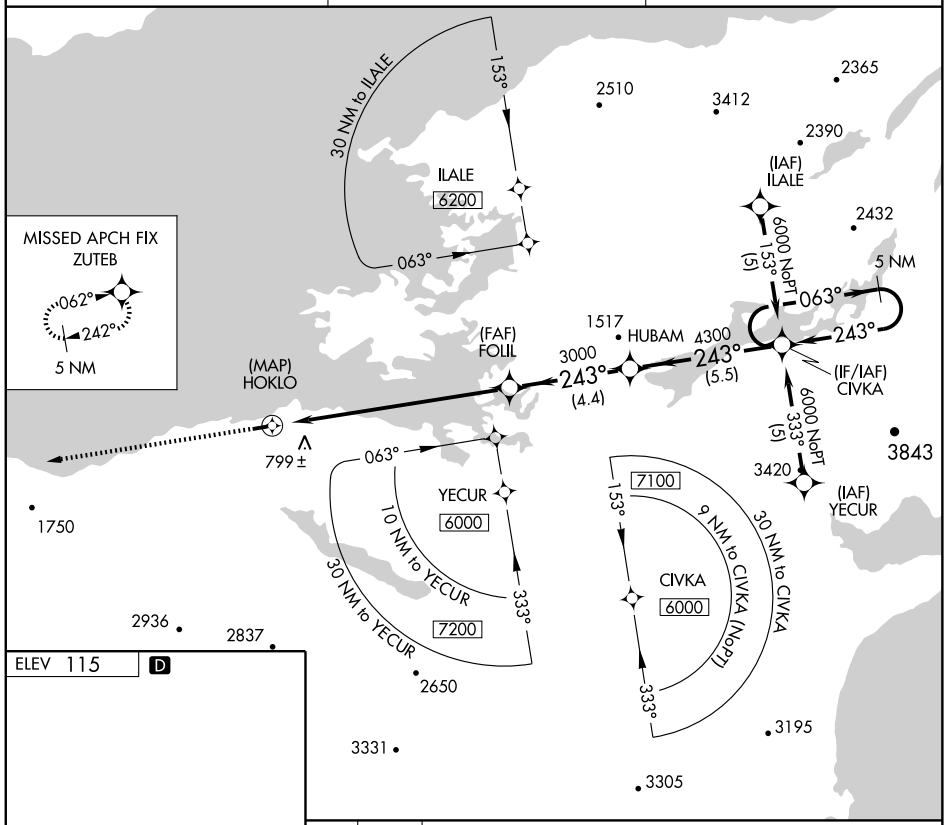
| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 243° | TDZE | 115 |
| | Apt Elev | 115 |

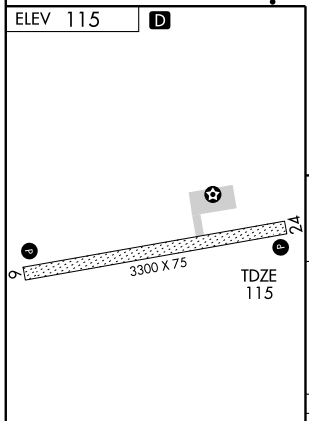
Use Iliamna altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

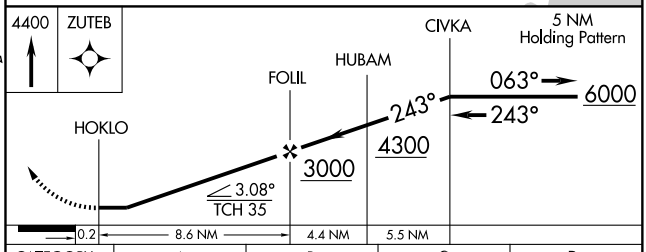
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct ZUTEB and hold, continue climb-in-hold to 4400.

| ILIAMNA ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 134.95 | 124.8 354.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1¼<br>1005 (1100-1¼) | 1120-1½<br>1005 (1100-1½) | NA | |
| CIRCLING | 1120-1¼<br>1005 (1100-1¼) | 1120-1½<br>1005 (1100-1½) | NA | |

REIL RWY 6 & 24 L

MIRL RWY 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 087° | TDZE | 269 |
| | Apt Elev | 269 |

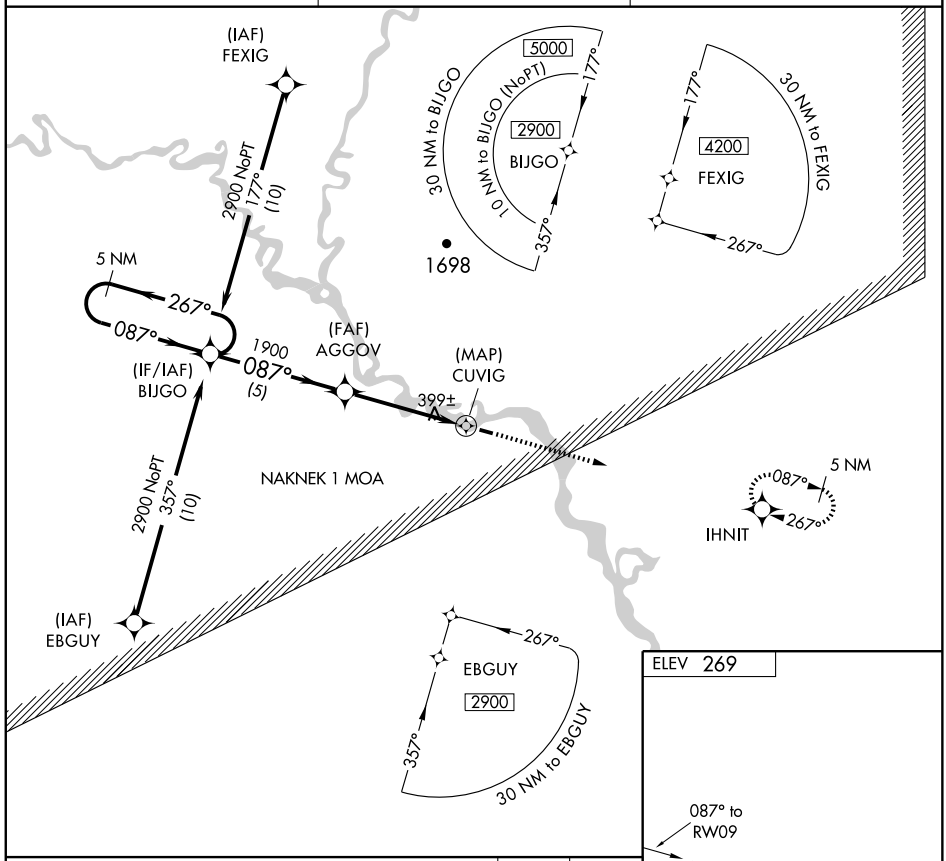
# RNAV (GPS) RWY 9

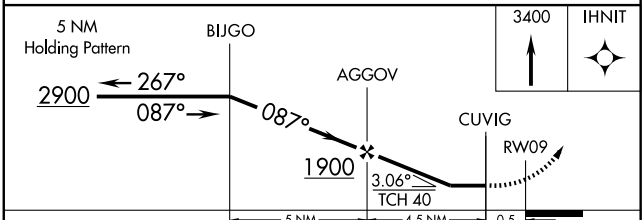
## KOLIGANEK (JZZ) (PAJZ)

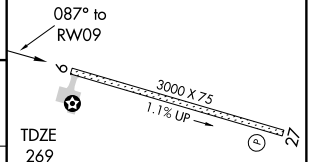
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.525 | 132.75 282.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 391 (400-1) | NA | |
| CIRCLING | 700-1<br>431 (500-1) | 720-1<br>451 (500-1) | NA | |

MIRL Rwy 09-27 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 267° | TDZE | 269 |
| | Apt Elev | 269 |

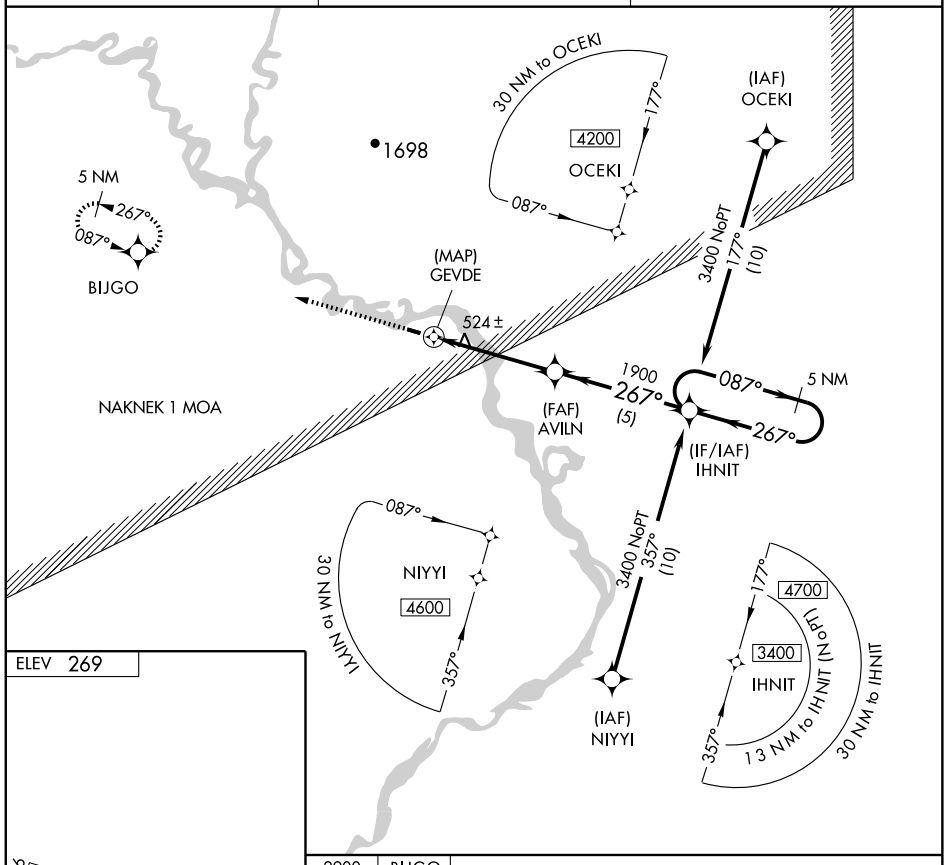
# RNAV (GPS) RWY 27

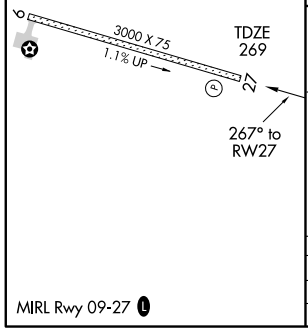
KOLIGANEK (JZZ) (PAJZ)

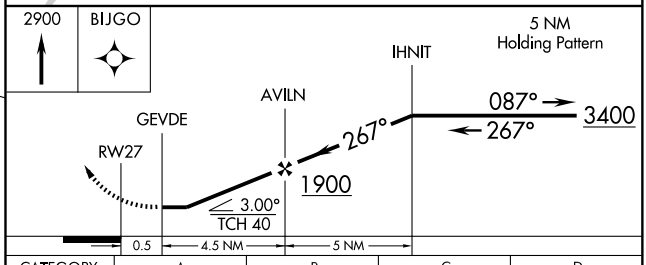
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.525 | 132.75 282.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 511 (600-1) | NA | |
| CIRCLING | 780-1 | 511 (600-1) | NA | |

MIRL Rwy 09-27 L

AK. 08 APR 2010 to 03 JUN 2010

ANCHORAGE DEP CON
132.75 282.35
AWOS-3
118.525
CTAF
122.9

TAKE-OFF MINIMUMS

Rwy 27: Standard.
Rwy 9: 300-2 or Standard with minimum climb of 205′ per NM to 700, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1300′ prior to departure end of runway.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Multiple trees beginning 133′ from DER, 29′ right of centerline, up to 50′ AGL / 399′ MSL. Multiple trees beginning 263′ from DER, 194′ left of centerline, up to 50′ AGL / 399′ MSL.
Rwy 27: Multiple bushes and powerlines beginning 76′ from DER, 76′ left of centerline, up to 50′ AGL / 309′ MSL. Bushes and trees beginning 242′ from DER, 4′ right of centerline, up to 50′ AGL / 309′ MSL.

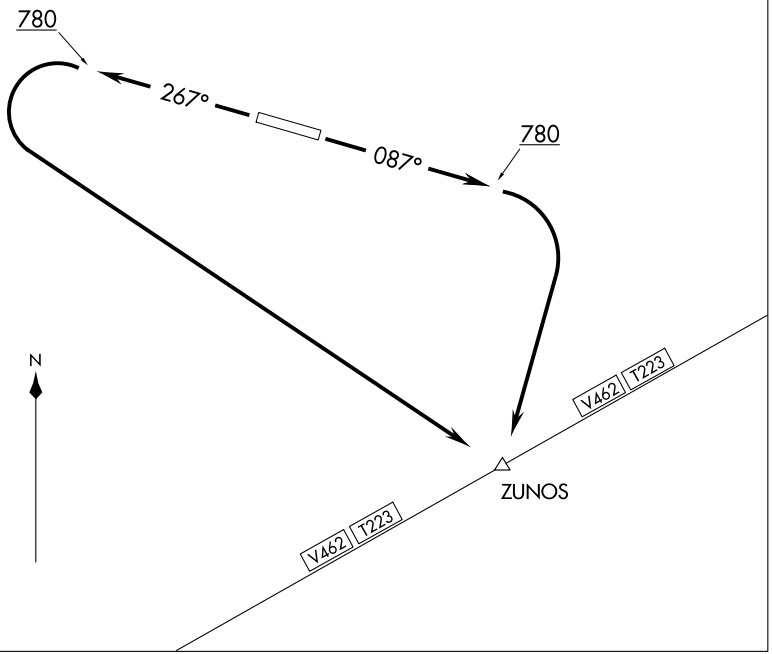
NOTES: GPS required.
RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 087° to 780 then climbing right turn to 5000 or altitude assigned by ATC direct ZUNOS.

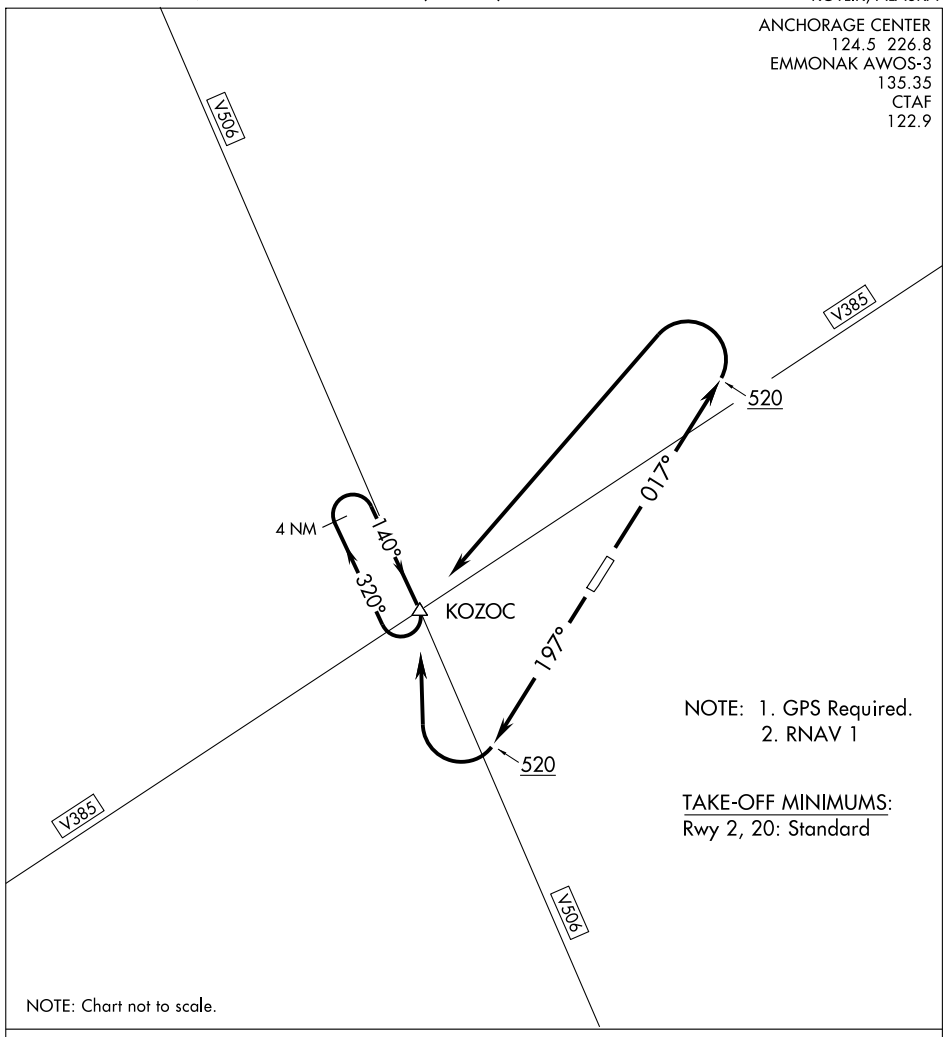
TAKE-OFF RWY 27: Climb heading 267° to 780 then climbing left turn to 5000 or altitude assigned by ATC direct ZUNOS.




ZUNOS ONE DEPARTURE (RNAV) [ZUNOS1.ZUNOS] 09239
SL-9459 (FAA)
KOLIGANEK (JZZ)(PAJZ)
KOLIGANEK, ALASKA

# KOZOC ONE DEPARTURE (RNAV)

KOTLIK (2A9)(PFKO)
KOTLIK, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 017° to 520′, then climbing left turn direct KOZOC, thence ....
TAKE-OFF RWY 20: Climb heading 197° to 520′, then climbing right turn direct KOZOC, thence ....

.... climb in KOZOC holding pattern (NW, right turns, 140° inbound), to cross KOZOC at or above MEA for route of flight, before proceeding on course.

# RNAV (GPS) RWY 2

KOTLIK (2A9) (PFKO)

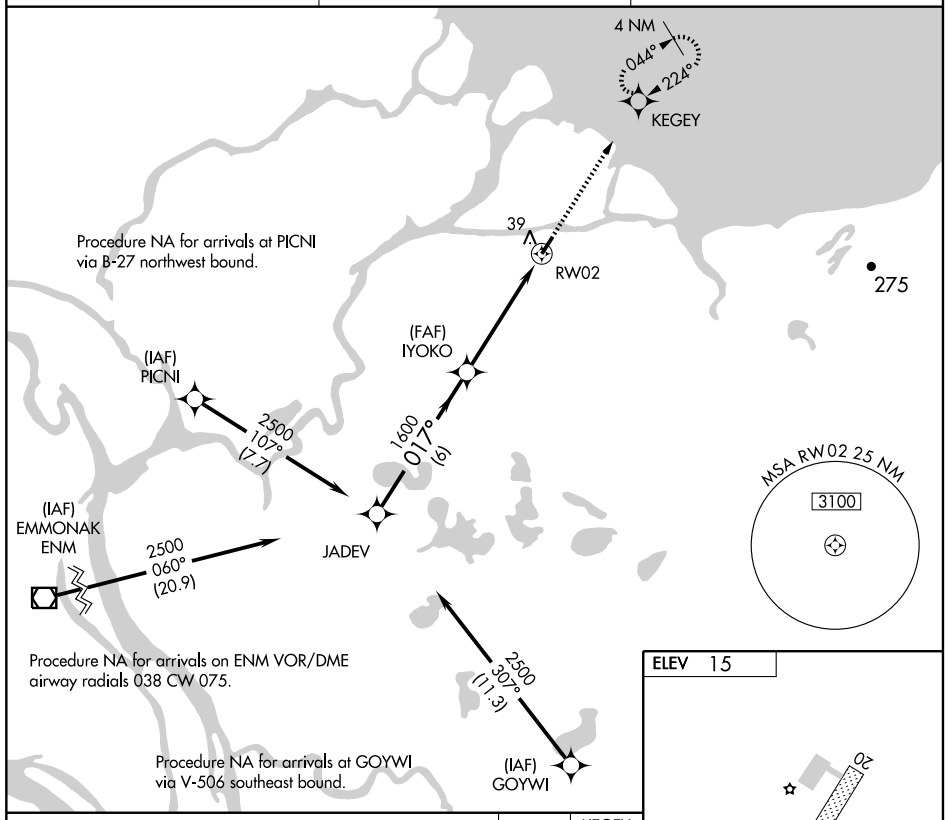
| APP CRS | Rwy Idg | 4422 |
|---|---|---|
| 017° | TDZE | 15 |
| | Apt Elev | 15 |

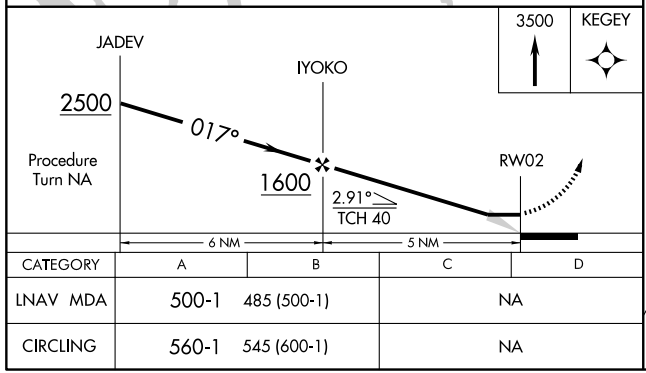
NA

DME/DME RNP-0.3 NA.
Use EMMONAK altimeter setting.
Procedure NA at night.

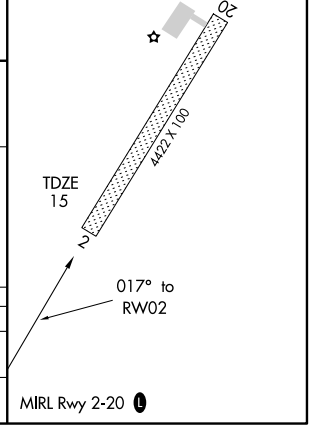
MISSED APPROACH: Climb to 3500 direct KEGEY WP and hold.

| EMMONAK AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.35 | 124.5 226.8 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 485 (500-1) | NA | |
| CIRCLING | 560-1 | 545 (600-1) | NA | |




AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4422 |
|---|---|---|
| 198° | TDZE | 15 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 20

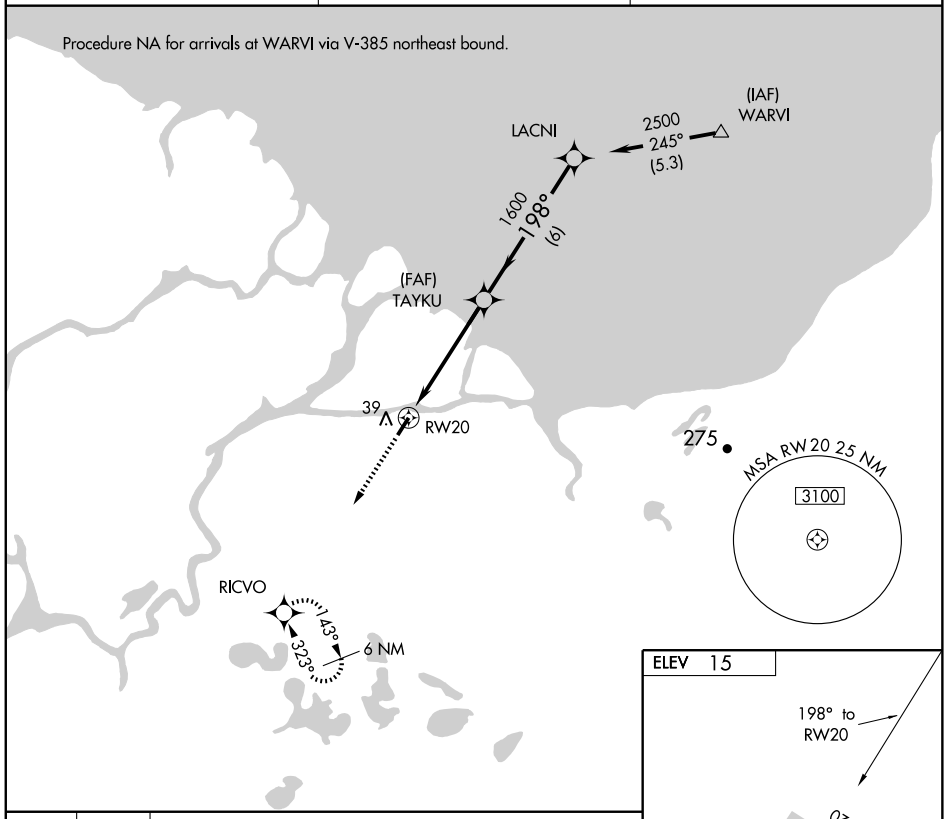
KOTLIK (2A9) (PFKO)

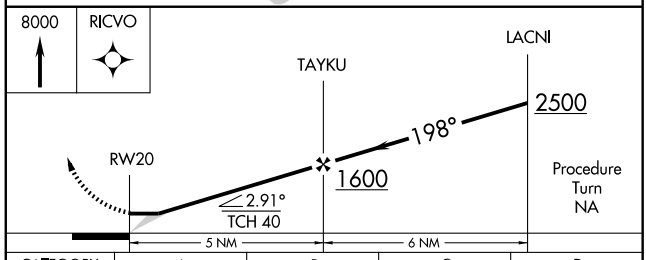
NA

DME/DME RNP-0.3 NA. Use EMMONAK altimeter setting. Procedure NA at night.

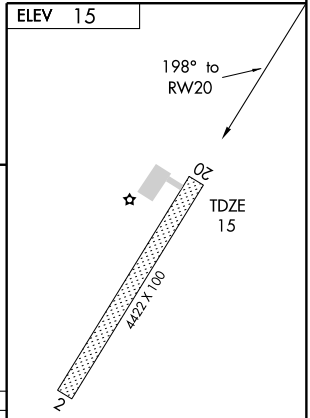
MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.

| EMMONAK AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.35 | 124.5 226.8 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 425 (500-1) | NA | |
| CIRCLING | 480-1 | 465 (500-1) | NA | |




AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 110.7 | 085° | TDZE | 13 |
| Chan 44 | | Apt Elev | 14 |

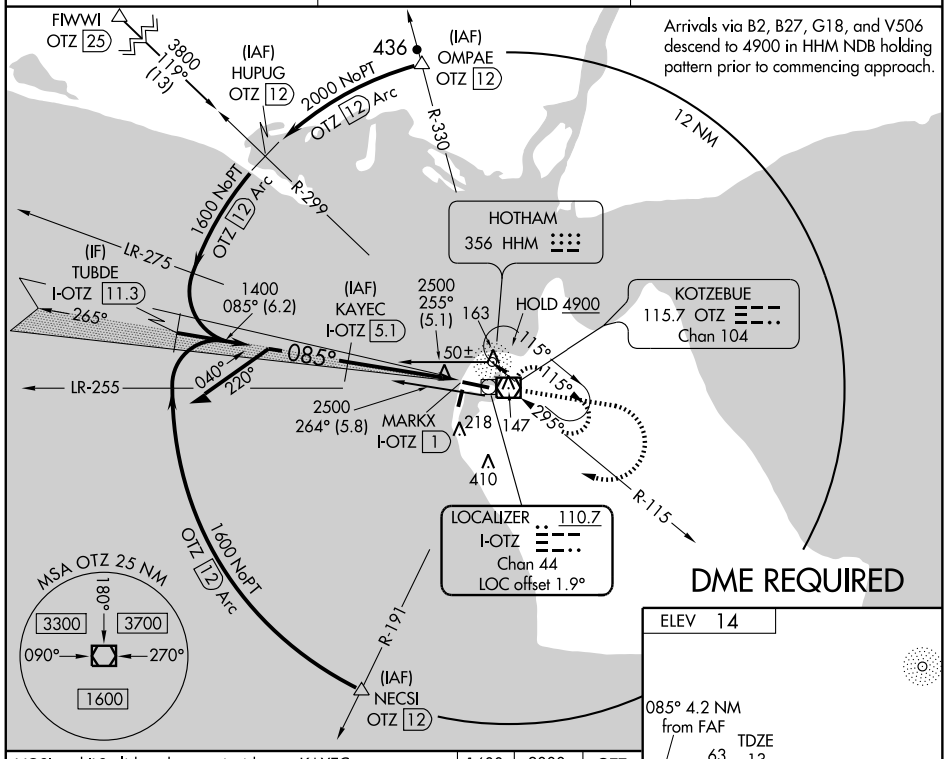
# ILS or LOC/DME RWY 9

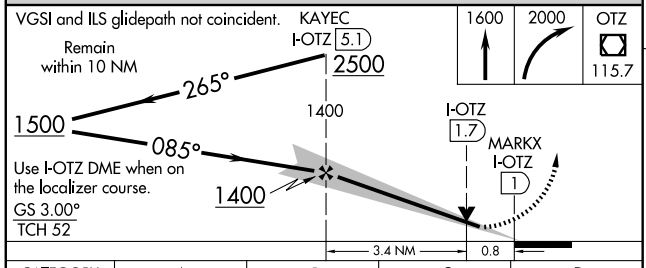
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

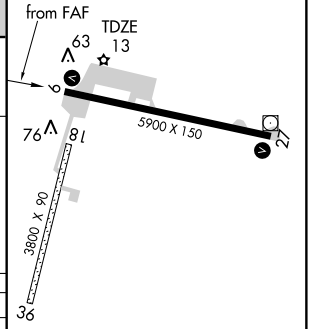
When local altimeter setting not received use Noatak altimeter setting and increase all DA 107 feet and all MDA 120 feet, increase S-ILS all Cats and S-LOC Cats C and D visibility to RVR 6000, increase circling Cats C and D visibility ¼ mile.
When VGSI inoperative, circling Rwy 27 NA at night.
Pilots are required to activate airport lighting anytime ILS is flown.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 263/40 250 (300-¾) | | | |
| S-LOC 9 | 300/50 287 (300-1) | | | |
| CIRCLING | 520-1 506 (600-1) | | 520-1½ 506 (600-1½) | 580-2 566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

| APP CRS | Rwy Idg | 5900 |
|---|---|---|
| 087° | TDZE | 13 |
| | Apt Elev | 14 |

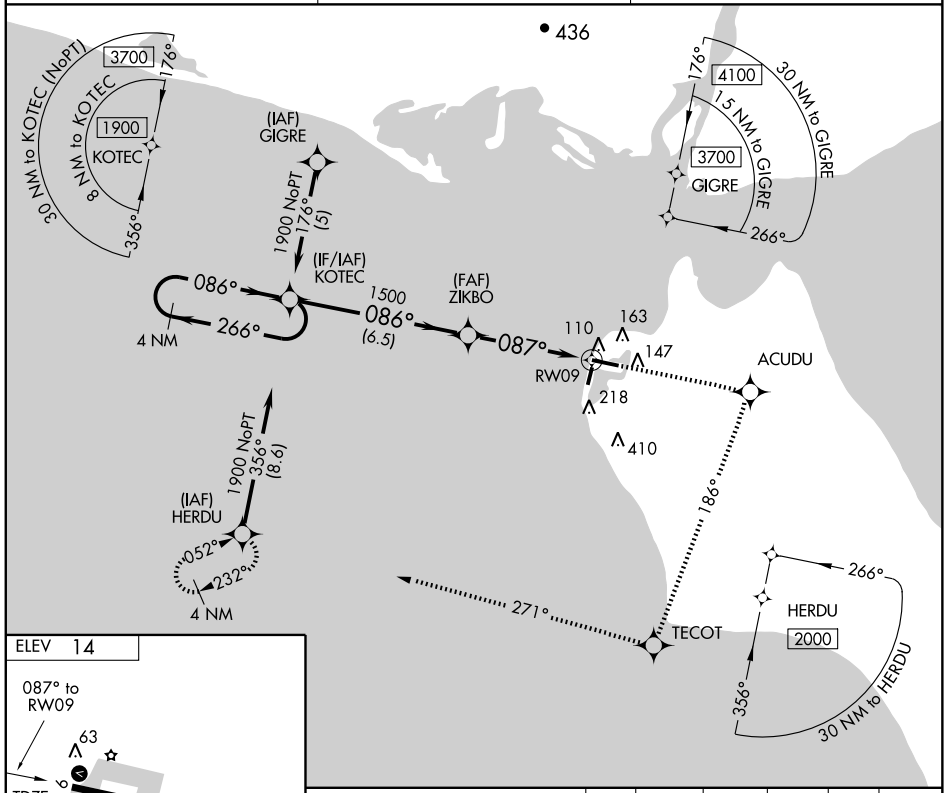
# RNAV (GPS) RWY 9

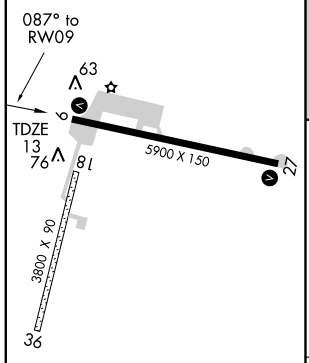
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet and Cat C/D ¼ mile.
VDP NA when using Noatak altimeter setting.
DME/DME RNP -0.3 NA.

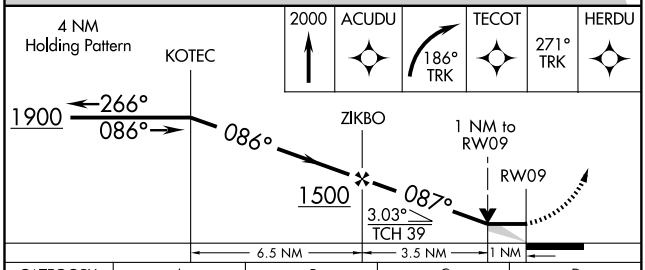
MISSED APPROACH: Climb to 2000 direct ACUDU and right turn via 186° track to TECOT and via 271° track to HERDU and hold.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 360/50 347 (400-1) | | | 360/60 347 (400-1¼) |
| CIRCLING | 520-1 506 (600-1) | | 520-1½ 506 (600-1½) | 580-2 566 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

| APP CRS | Rwy Idg | 5900 |
|---|---|---|
| 267° | TDZE | 14 |
| | Apt Elev | 14 |

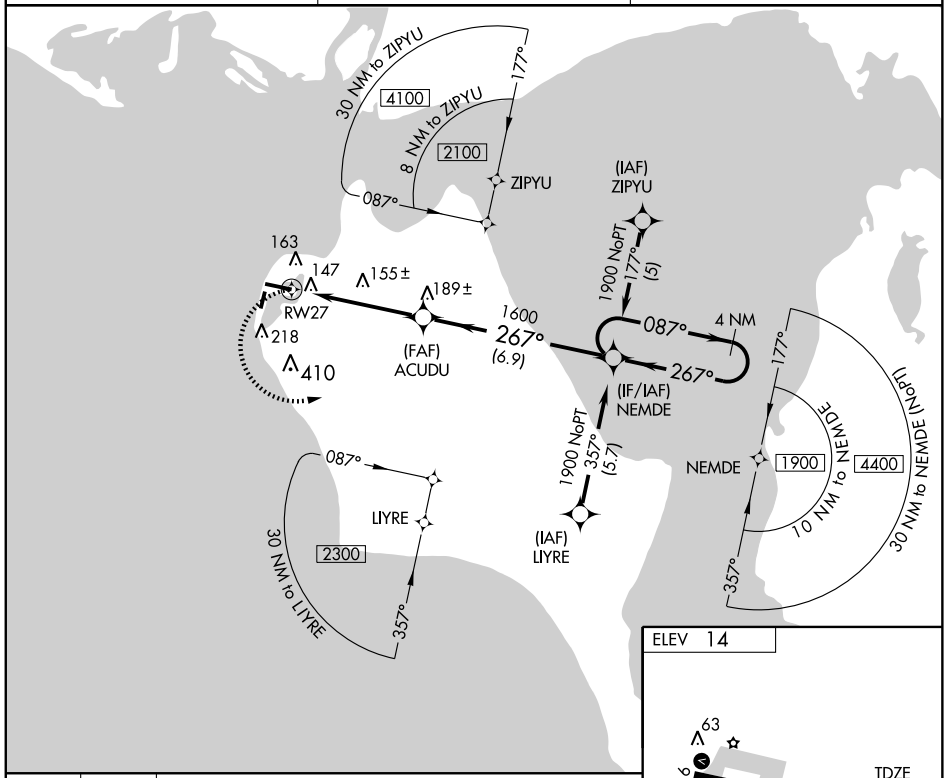
# RNAV (GPS) RWY 27

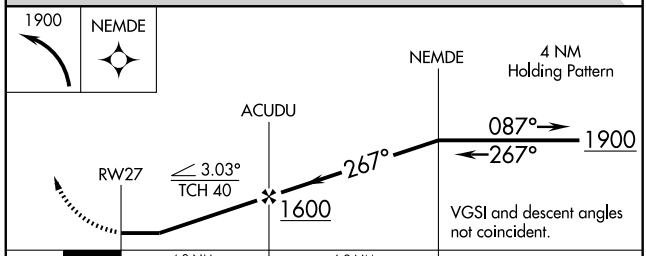
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

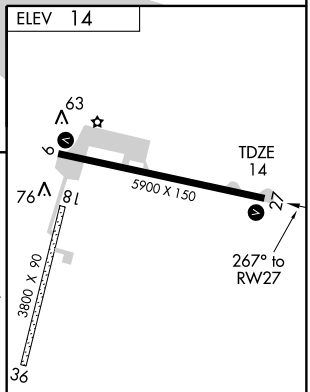
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 1900 direct NEMDE and hold.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 406 (500-1) | | 420-1 ¼ 406 (500-1¼) | |
| CIRCLING | 520-1 506 (600-1) | | 520-1½ 506 (600-1½) | 580-2 566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

| VOR/DME OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.7 | 083° | TDZE | 13 |
| Chan 104 | | Apt Elev | 14 |

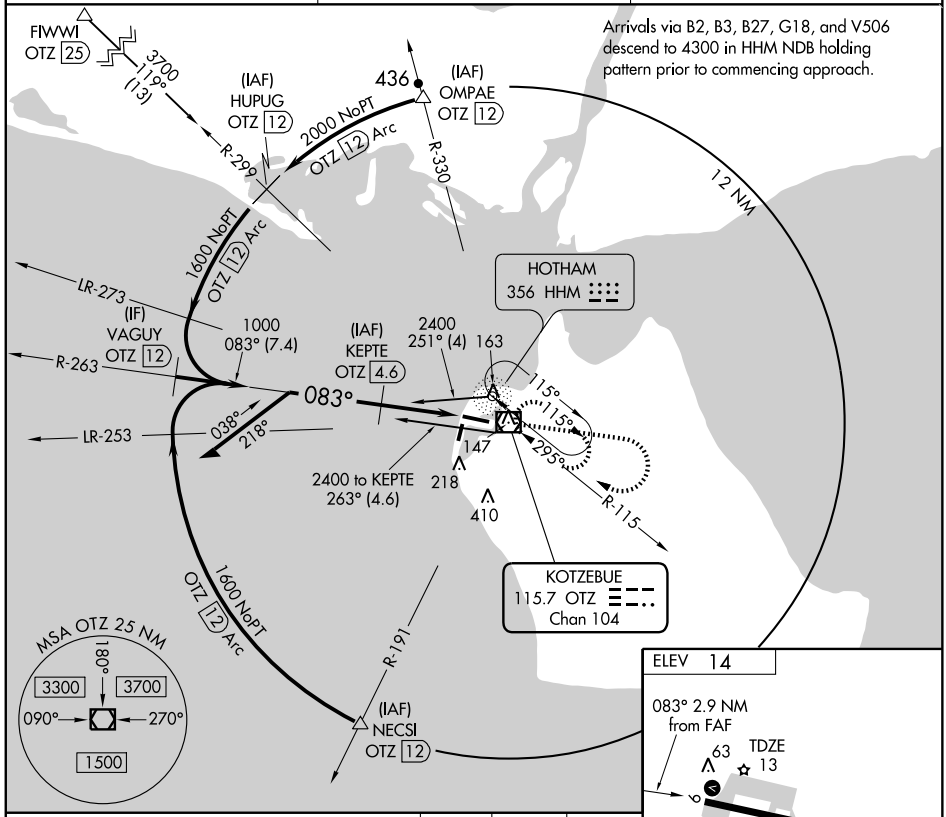
# VOR/DME RWY 9

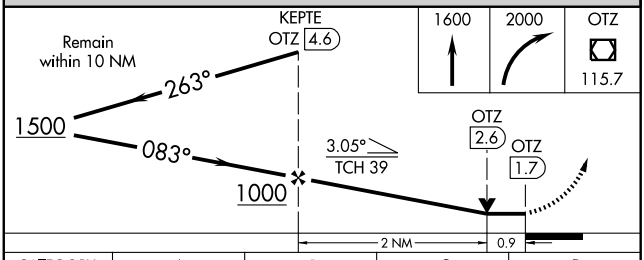
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ) (PAOT)

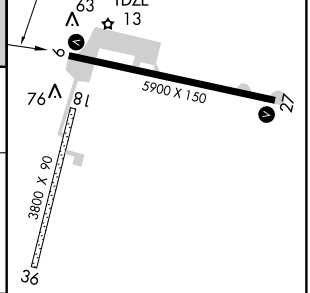
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 340/50 327 (400-1) | | | |
| CIRCLING | 520-1 506 (600-1) | | 520-1½ 506 (600-1½) | 580-2 566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK. 08 APR 2010 to 03 JUN 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

| VOR/DME OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.7 | 274° | TDZE | 14 |
| Chan 104 | | Apt Elev | 14 |

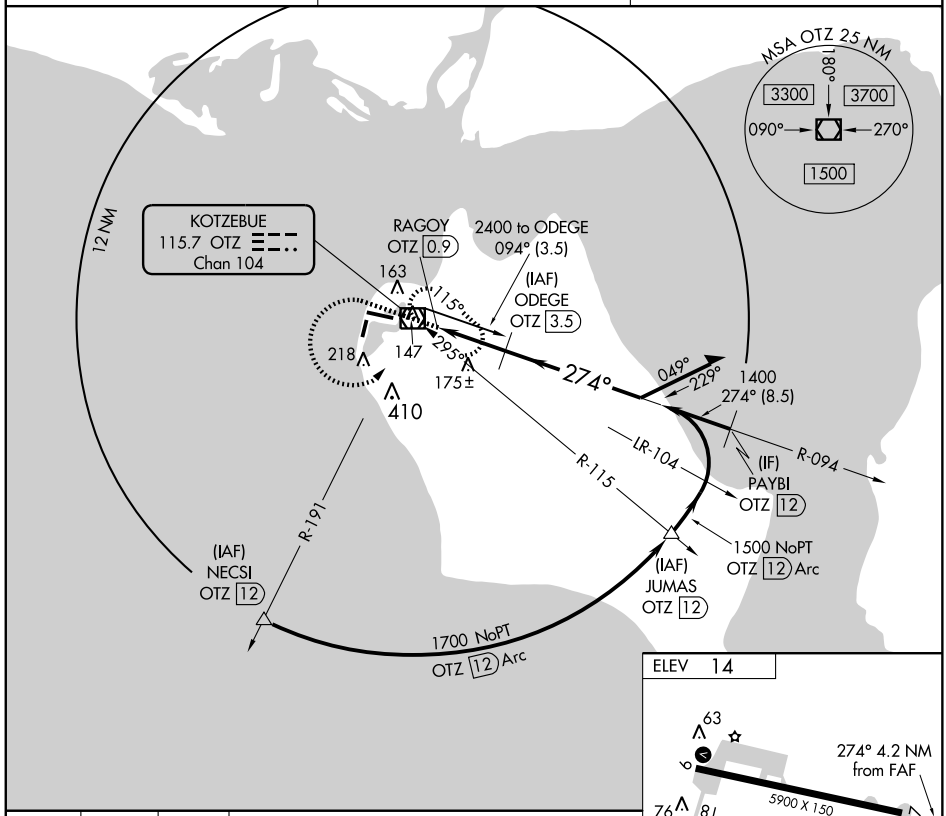
# VOR/DME Y RWY 27

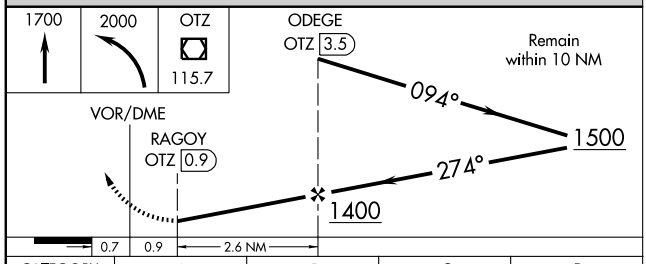
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

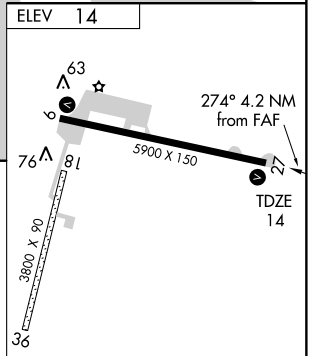
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 440-2 426 (500-2) | | | |
| CIRCLING | 520-2 506 (600-2) | | | 580-2 566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

| VOR/DME OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.7 | 257° | TDZE | 14 |
| Chan 104 | | Apt Elev | 14 |

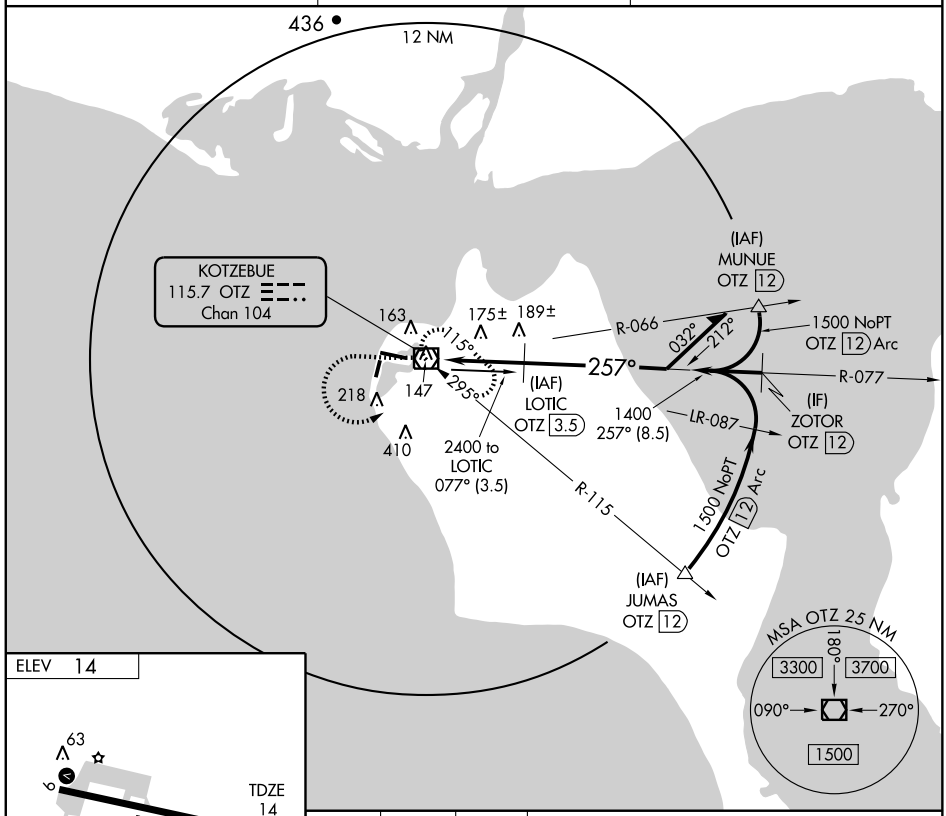
# VOR/DME Z RWY 27

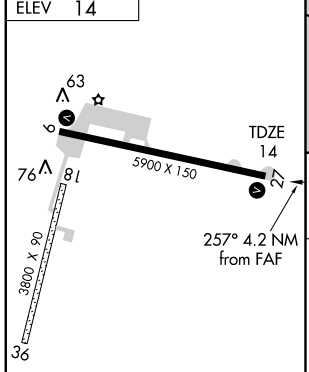
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

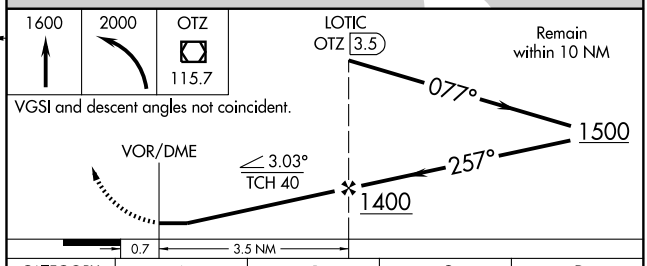
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 440-1 | 426 (500-1) | 440-1¼ | 426 (500-1¼) |
| CIRCLING | 520-1 | 506 (600-1) | 520-1½ 506 (600-1½) | 580-2 566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 08 APR 2010 to 03 JUN 2010

| VOR/DME OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.7 | 083° | TDZE | 13 |
| Chan 104 | | Apt Elev | 14 |

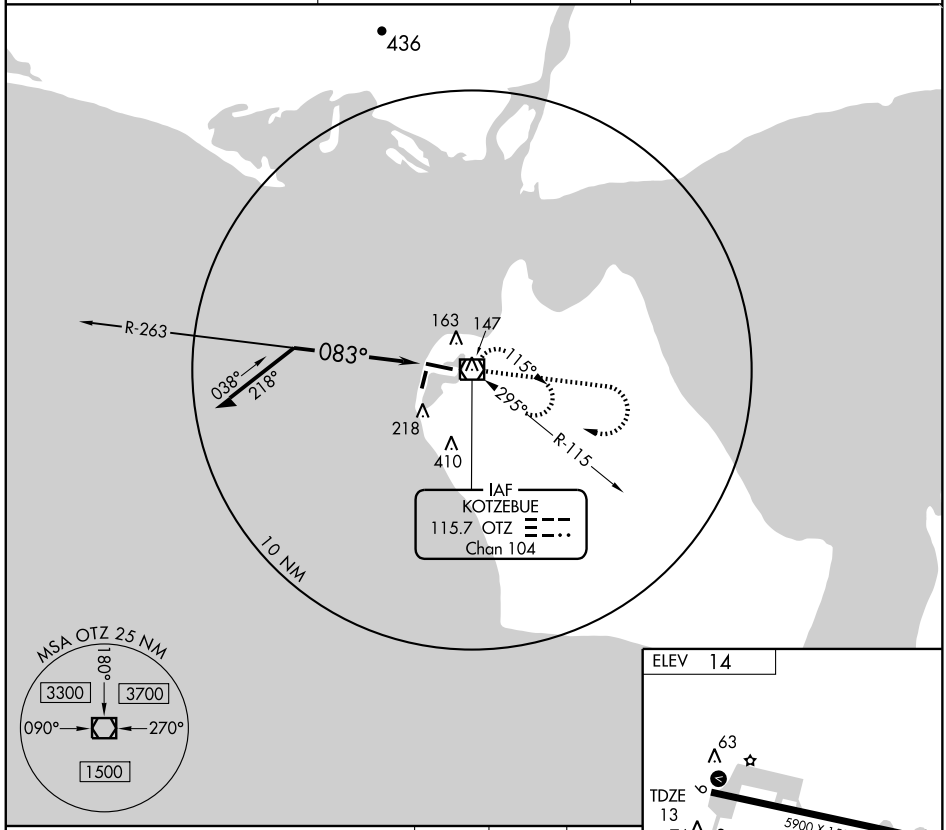
# VOR RWY 9

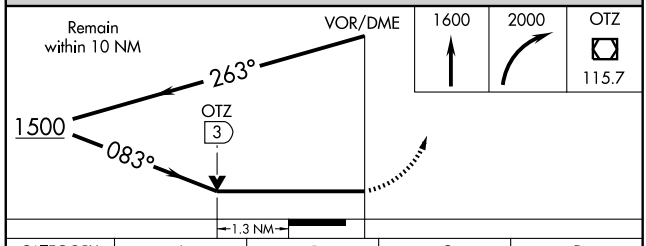
## KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

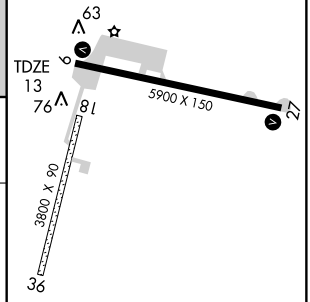
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 480/50 | 467 (500-1) | 480/60<br>467 (500-1¼) | 480-1½<br>467 (500-1½) |
| CIRCLING | 520-1 | 506 (600-1) | 520-1½<br>506 (600-1½) | 580-2<br>566 (600-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME OTZ | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.7 | 257° | TDZE | 14 |
| Chan 104 | | Apt Elev | 14 |

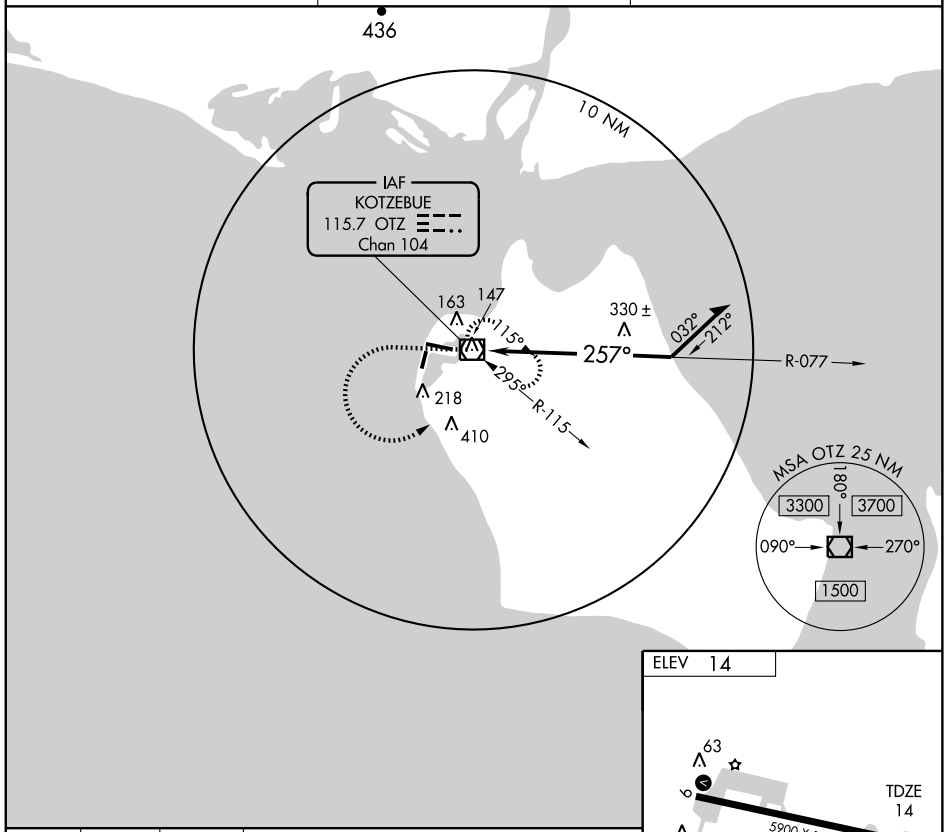
# VOR RWY 27

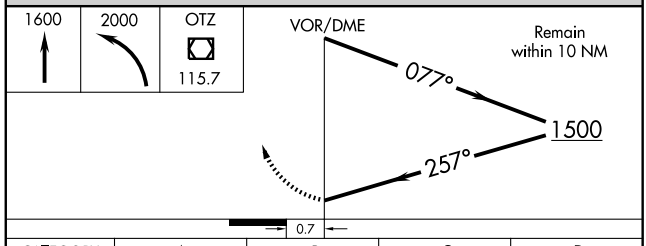
## KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

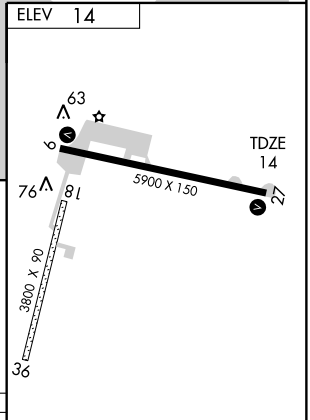
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

| ATIS | ANCHORAGE CENTER | KOTZEBUE RADIO |
|---|---|---|
| 135.45 | 119.2 263.0 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 640-1 | 626 (700-1) | 640-1¾ 626(700-1 ¾) | 640-2 626 (700-2) |
| CIRCLING | 640-1 | 626 (700-1) | 640-1¾ 626 (700-1¾) | 640-2 626 (700-2) |

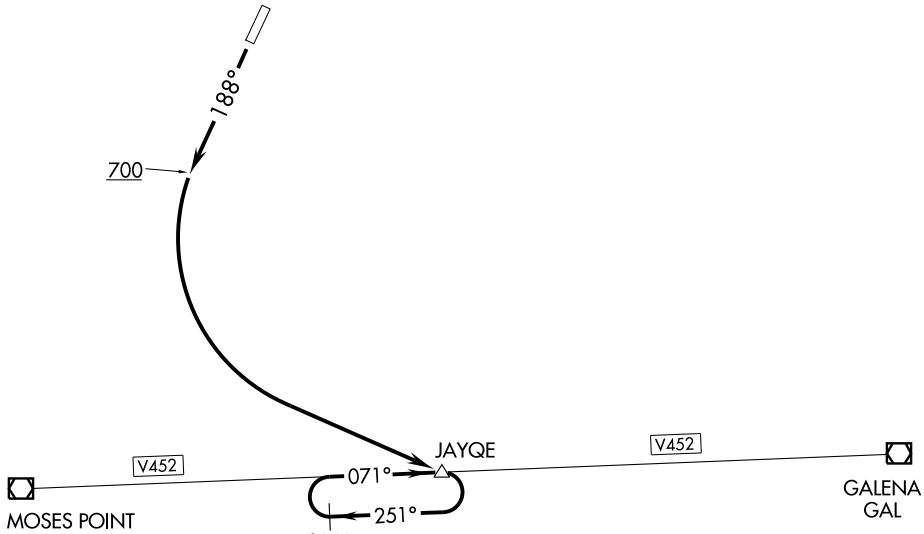
REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK. 08 APR 2010 to 03 JUN 2010

# JAYQE ONE DEPARTURE (RNAV)

KOYUK ALFRED ADAMS (KKA) (PAKK)
KOYUK, ALASKA

ANCHORAGE CENTER
135.7 335.5
NOME RADIO
122.35
AWOS-3 134.95
CTAF 122.8




TAKE-OFF MINIMUMS
Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 35′ from DER, 12′ right of centerline, up to 30′ AGL/279′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 188° to 700, then left turn direct JAYQE, thence . . .
. . . climb in JAYQE holding pattern, to cross JAYQE at or above MEA for route of flight before proceeding on course.

| NDB/DME KKA | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 299 | 014° | TDZE | 154 |
| Chan 83 (113.6) | | Apt Elev | 154 |

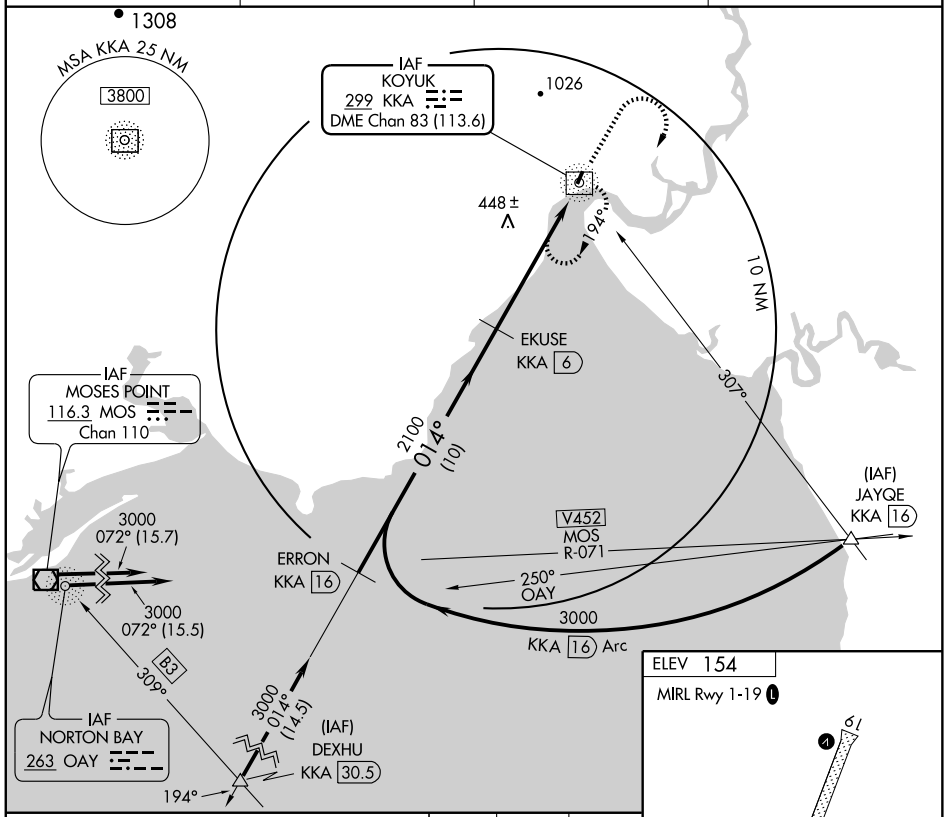
# NDB/DME RWY 1

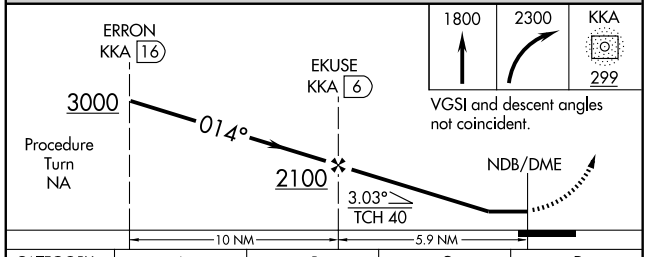
## KOYUK ALFRED ADAMS (KKA)(PAKK)

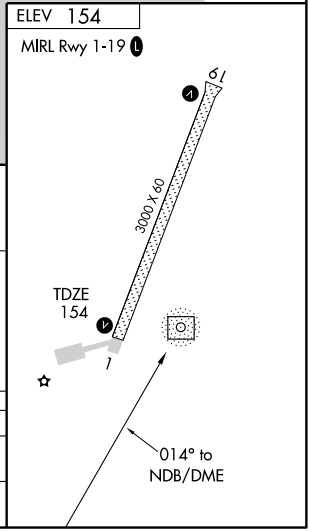
Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct KKA NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 134.95 | 135.7 335.5 | 122.35 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 800-1 | 646 (700-1) | 800-1¾<br>646 (700-1¾) | NA |
| CIRCLING | 800-1 | 646 (700-1) | 940-2¼<br>786 (800-2¼) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| NDB/DME KKA | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 299 | 014° | TDZE | 154 |
| Chan 83 (113.6) | | Apt Elev | 154 |

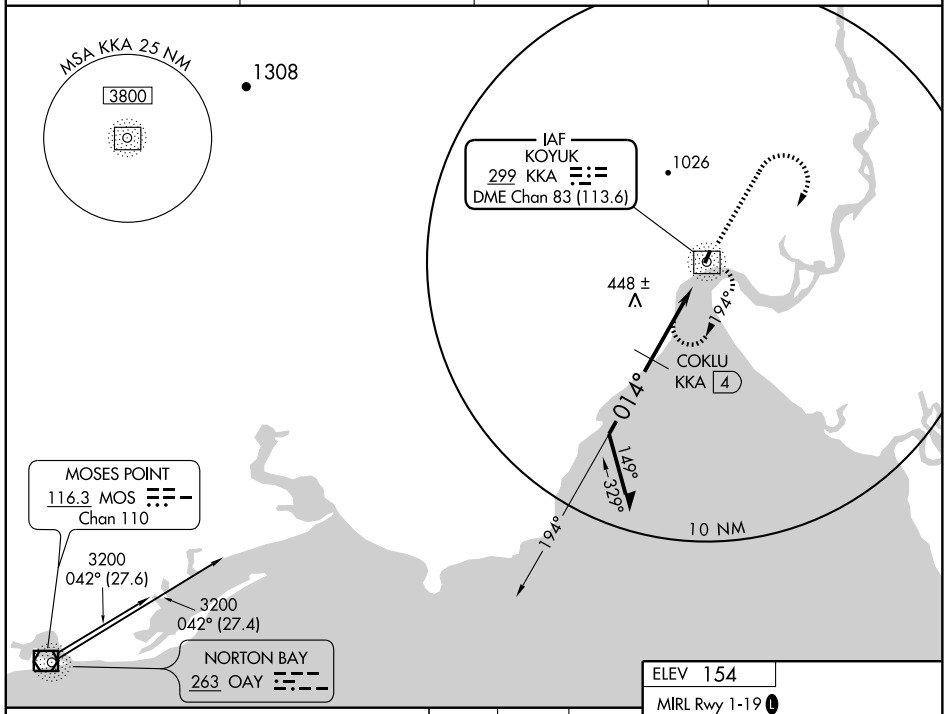
# NDB RWY 1

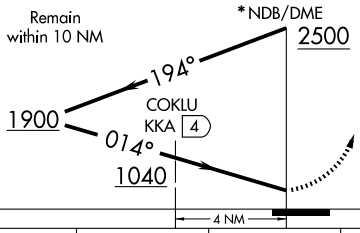
## KOYUK ALFRED ADAMS (KKA)(PAKK)

Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct to KKA NDB/DME and hold.

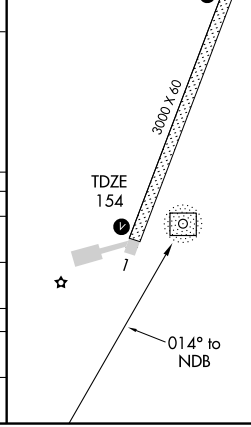
| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 134.95 | 135.7 335.5 | 122.35 | 122.8 L |




| 1800 | 2500 | KKA |
|---|---|---|
| | | 299 |

*Maximum entry altitude 6000




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1040-1¼ | 886 (900-1¼) | 1040-2¾<br>886 (900-2¾) | NA |
| CIRCLING | 1040-1¼ | 886 (900-1¼) | 1040-2¾<br>886 (900-2¾) | NA |
| COKLU FIX MINIMUMS | | | | |
| S-1 | 800-1 | 646 (700-1) | 800-1¾<br>646 (700-1¾) | NA |
| CIRCLING | 800-1 | 646 (700-1) | 940-2¼<br>786 (800-2¼) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 008° | TDZE | 154 |
| | Apt Elev | 154 |

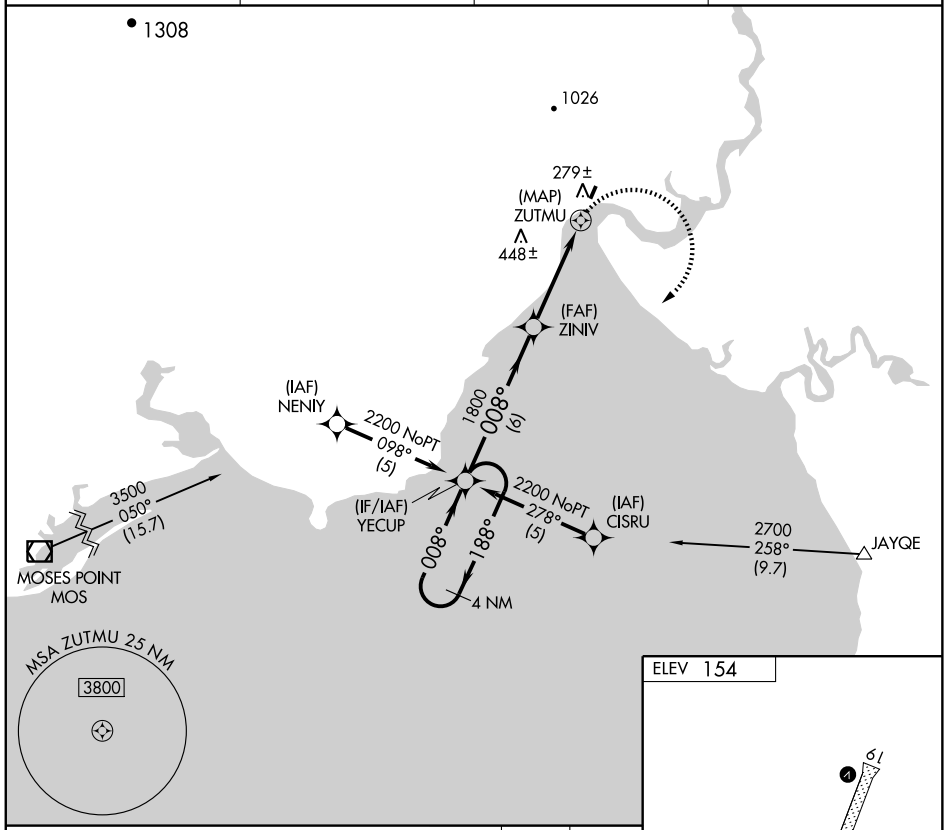
# RNAV (GPS) RWY 1

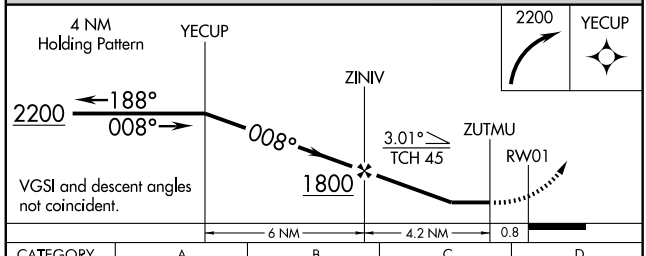
## KOYUK ALFRED ADAMS (KKA)(PAKK)

Circling NA west of Rwy 1-19.
When VGSI inoperative, procedure NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct YECUP and hold.

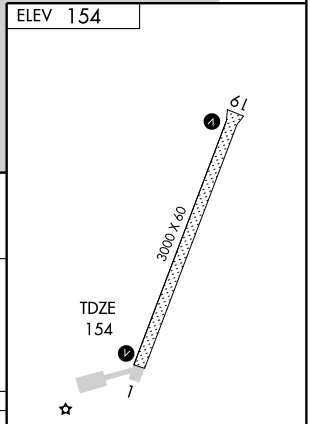
| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 134.95 | 135.7 335.5 | 122.35 | 122.8 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 426 (500-1) | | 580-1 1¼ 426 (500-1 1¼) | NA |
| CIRCLING | 680-1 526 (600-1) | 780-1 626 (700-1) | 940-2 ¼ 786 (800-2 ¼) | NA |

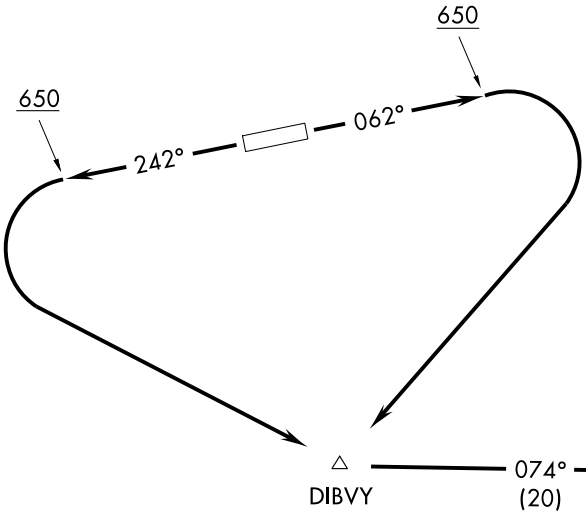
MIRL Rwy 1-19 L

AK. 08 APR 2010 to 03 JUN 2010

# DIBVY ONE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE CENTER
127.0 290.2
CTAF
122.9




TAKE-OFF MINIMUMS:
Rwy 6, 24: Standard.

NOTES: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 6: Numerous trees beginning 243′ from DER, 78′ right of centerline, 50′ AGL / 181′ MSL. Numerous trees beginning 1014′ from DER, 491′ left of centerline, 50′ AGL / 206′ MSL. OL on WSK, 124′ from DER, 439′ left of centerline, 17′ AGL / 165′ MSL.
Rwy 24: Numerous trees beginning 1914′ from DER, 86′ right of centerline, 50′ AGL / 240′ MSL. Numerous trees beginning 224′ from DER, 367′ left of centerline, 50′ AGL / 191′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 062° to 650 then climbing right turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

TAKEOFF RWY 24: Climb heading 242° to 650 then climbing left turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

. . . via filed route and altitude.

KOYUKUK, ALASKA

AL-10161 (FAA)

09295

# RNAV (GPS) RWY 6

KOYUKUK (KYU) (PFKU)

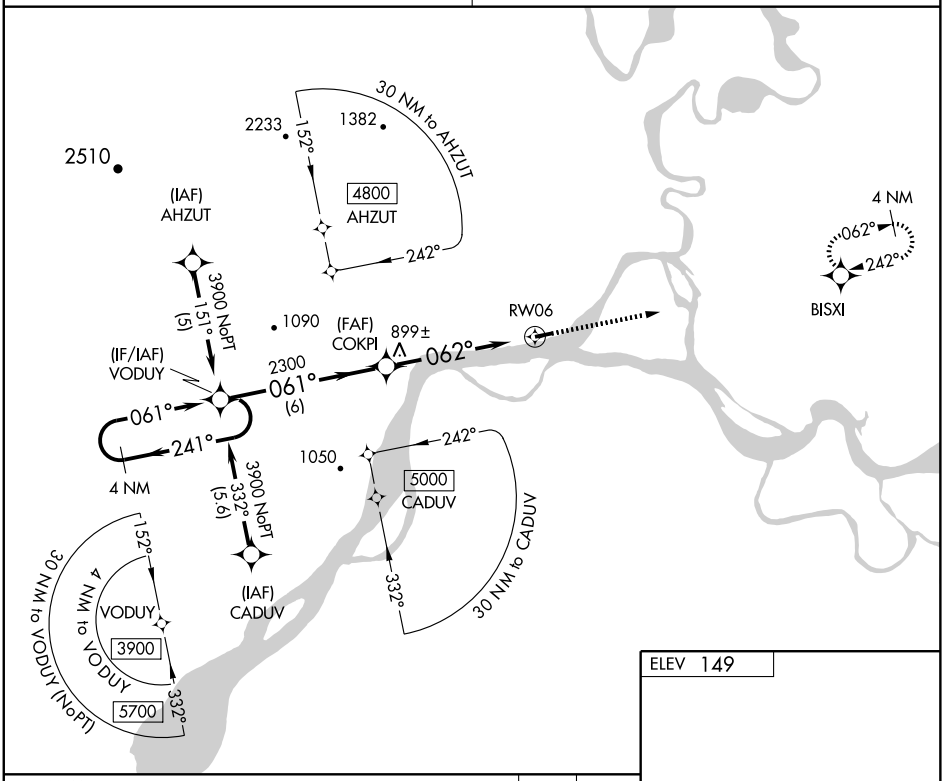
| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 42714 | 062° | TDZE | 149 |
| W06A | | Apt Elev | 149 |

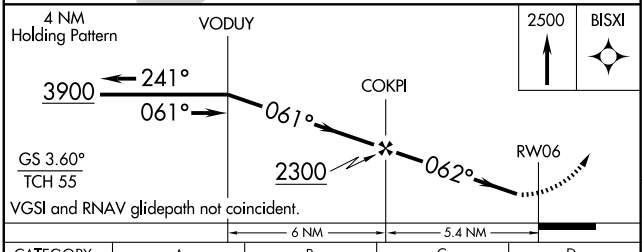
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

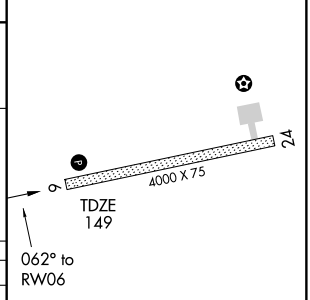
NA

MISSED APPROACH: Climb to 2500 direct BISXI and hold.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 127.0 290.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 567-1¼ 418 (500-1¼) | | | NA |
| LNAV MDA | 1220-1¼ 1071 (1100-1¼) | 1220-1½ 1071 (1100-1½) | 1220-3 1071 (1100-3) | NA |
| CIRCLING | 1220-1¼ 1071 (1100-1¼) | 1220-1½ 1071 (1100-1½) | 1220-3 1071 (1100-3) | NA |

REIL RWY 6 L
MIRL RWY 6-24 L

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KOYUKUK, ALASKA | AL-10161 (FAA) | 09295

# RNAV (GPS) RWY 24

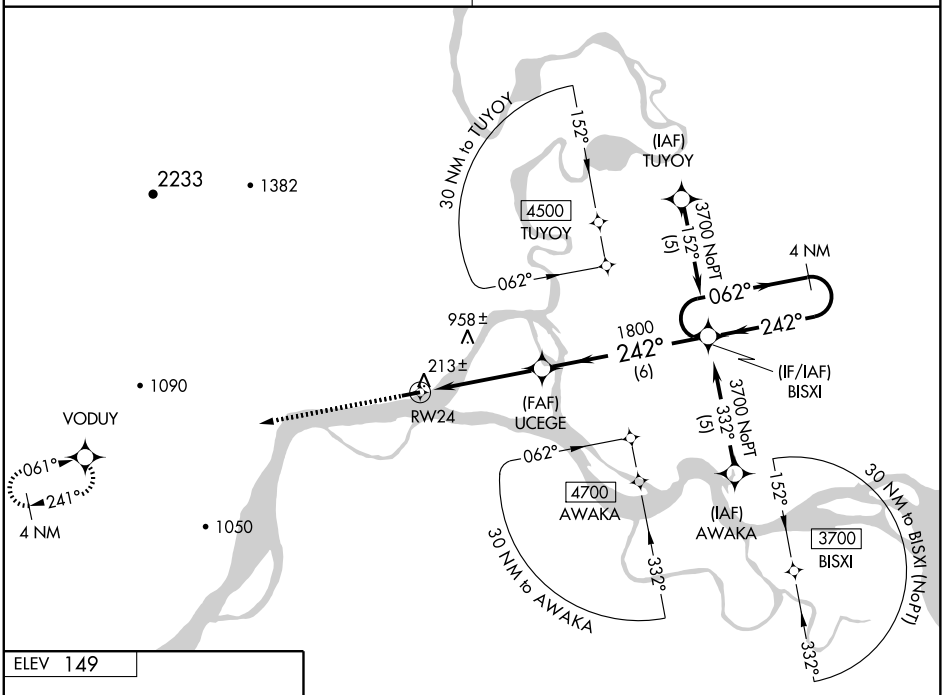
KOYUKUK (KYU) (PFKU)

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 99314 | 242° | TDZE | 149 |
| W24A | | Apt Elev | 149 |

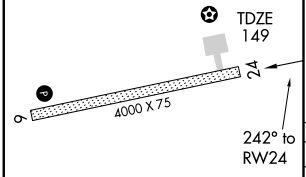
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

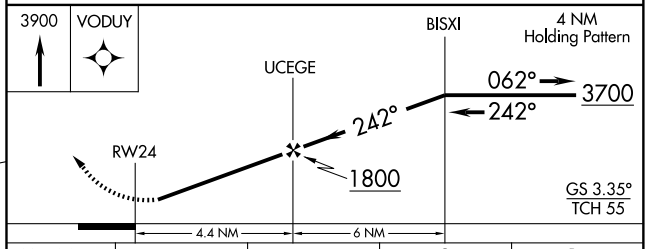
MISSED APPROACH: Climb to 3900 direct VODUY and hold, continue climb-in-hold to 3900.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 127.0 290.2 | 122.9 (L) |




ELEV 149




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 472-1 323 (400-1) | | | NA |
| LNAV/VNAV DA | 525-1¼ 376 (400-1¼) | | | NA |
| LNAV MDA | 1060-1¼ 911 (1000-1¼) | | 1060-2¾ 911 (1000-2¾) | NA |
| CIRCLING | 1060-1¼ 911 (1000-1¼) | | 1060-2¾ 911 (1000-2¾) | NA |

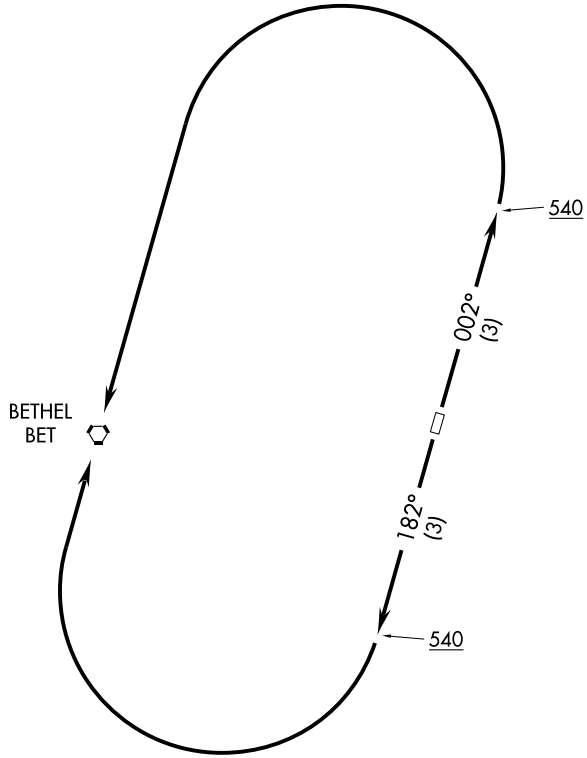
REIL RWY 6 (L)
MIRL RWY 6-24 (L)

AK. 08 APR 2010 to 03 JUN 2010

# BETHEL ONE DEPARTURE (RNAV)

KWETHLUK (KWT) (PFKW)
KWETHLUK, ALASKA

ANCHORAGE CENTER
125.2 372.0
BETHEL ASOS 119.80
122.9 (CTAF)




TAKE-OFF MINIMUMS:
Rwy 36: Standard.
Rwy 18: 400-2 or standard with a minimum climb of 240 feet per NM to 500'.

TAKE-OFF OBSTACLE NOTES:
Rwy 18: Trees and terrain beginning 292' from DER, 373' right of centerline, up to 35' AGL / 63' MSL.
Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL / 134' MSL.
Rwy 36: Trees beginning 95' from DER, 491' left of centerline, up to 35' AGL / 84' MSL.
Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL / 42' MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence . . .
TAKE-OFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence . . .
. . . maintain 2500 or ATC assigned altitude.

| WAAS CH 63208 W18A | APP CRS 182° | Rwy Idg 3199<br>TDZE 25<br>Apt Elev 25 |
|---|---|---|

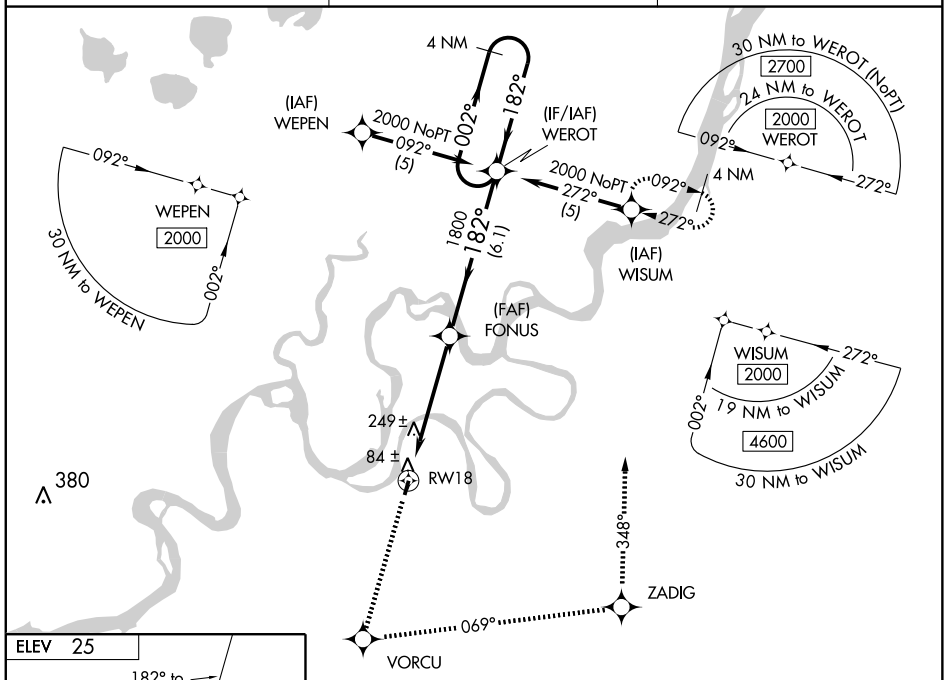
# RNAV (GPS) RWY 18

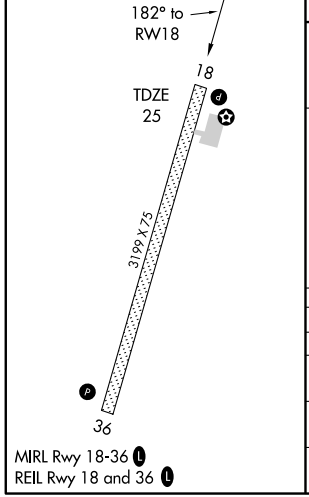
KWETHLUK (KWT) (PFKW)

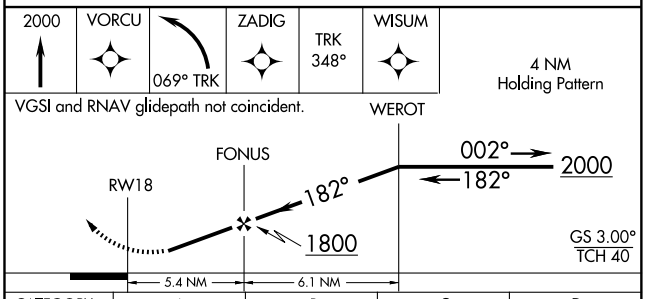
T A NA W — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

| BETHEL ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.80 | 125.2 372.0 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 316-1 291 (300-1) | | | |
| LNAV/VNAV DA | 594-2 569 (600-2) | | | |
| LNAV MDA | 540-1 515 (600-1) | | 540-1½ 515 (600-1½) | 540-1¾ 515 (600-1¾) |
| CIRCLING | 540-1 515 (600-1) | | 680-1¾ 655 (700-1¾) | 680-2 655 (700-2) |

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| WAAS | APP CRS | Rwy Idg | 3199 |
|---|---|---|---|
| CH 97508 | 002° | TDZE | 25 |
| W36A | | Apt Elev | 25 |

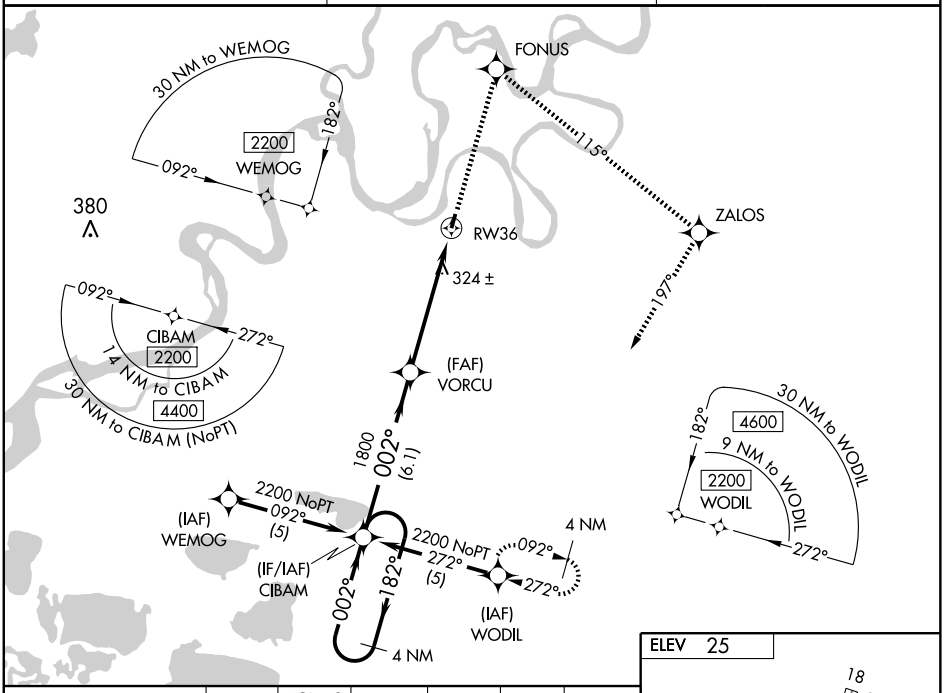
# RNAV (GPS) RWY 36

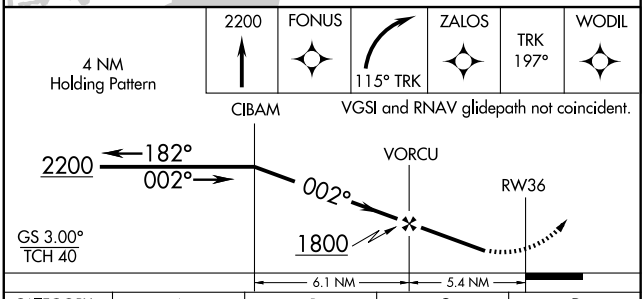
KWETHLUK (KWT) (PFKW)

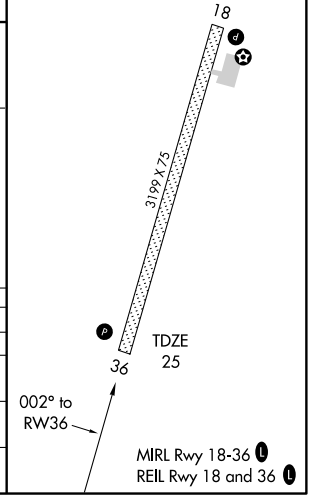
T A NA W — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

| BETHEL ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.80 | 125.2 372.0 | 122.9 |



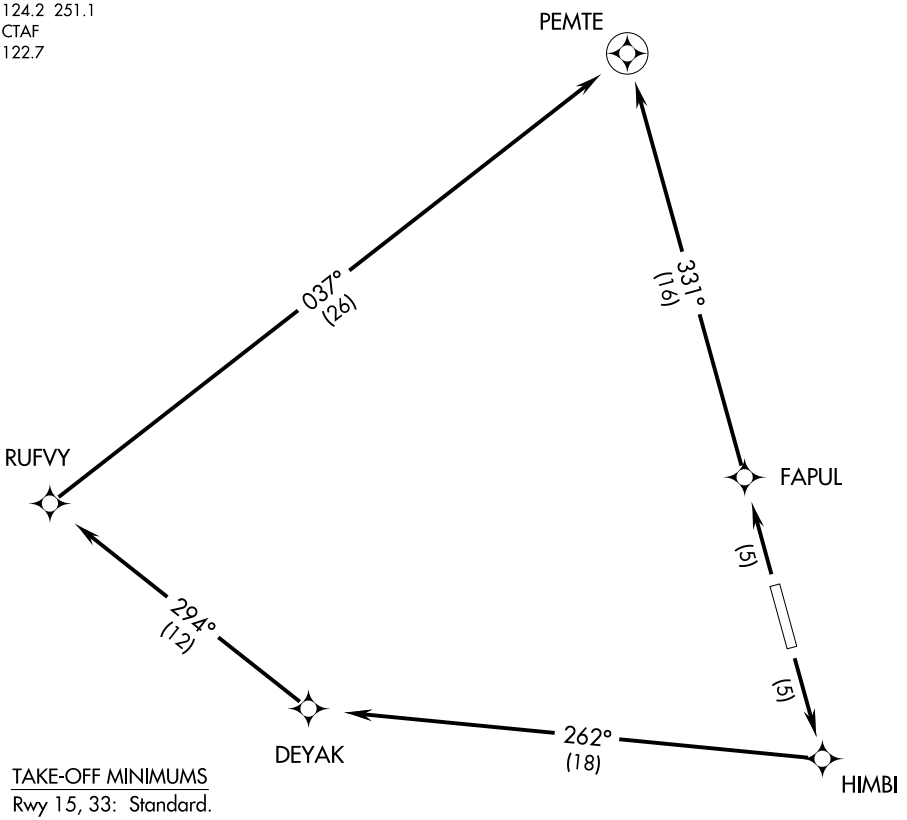

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 695-2½ 670 (700-2½) | | | |
| LNAV/VNAV DA | 733-2½ 708 (800-2½) | | | |
| LNAV MDA | 620-1 595 (600-1) | | 620-1½ 595 (600-1½) | 620-1¾ 595 (600-1¾) |
| CIRCLING | 620-1 595 (600-1) | | 680-1¾ 655 (700-1¾) | 680-2 655 (700-2) |

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# PEMTE ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
125.2 372.2
124.2 251.1
CTAF
122.7




TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.

NOTE: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 15: Trees 25′ from DER, 325′ right of centerline, 35′ AGL/53′ MSL.
Rwy 33: Trees 60′ from DER, 80′ right of centerline, 35′ AGL/53′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb to 3000 or ATC assigned altitude direct HIMBI, and right turn via track 262° to DEYAK, and via track 294° to RUFVY, and via track 037° to PEMTE.
TAKE-OFF RWY 33: Climb to 3000 or ATC assigned altitude direct FAPUL and via track 331° to PEMTE.

| APP CRS | Rwy Idg | 2510 |
|---|---|---|
| 151° | TDZE | 18 |
| | Apt Elev | 18 |

# RNAV (GPS) RWY 15

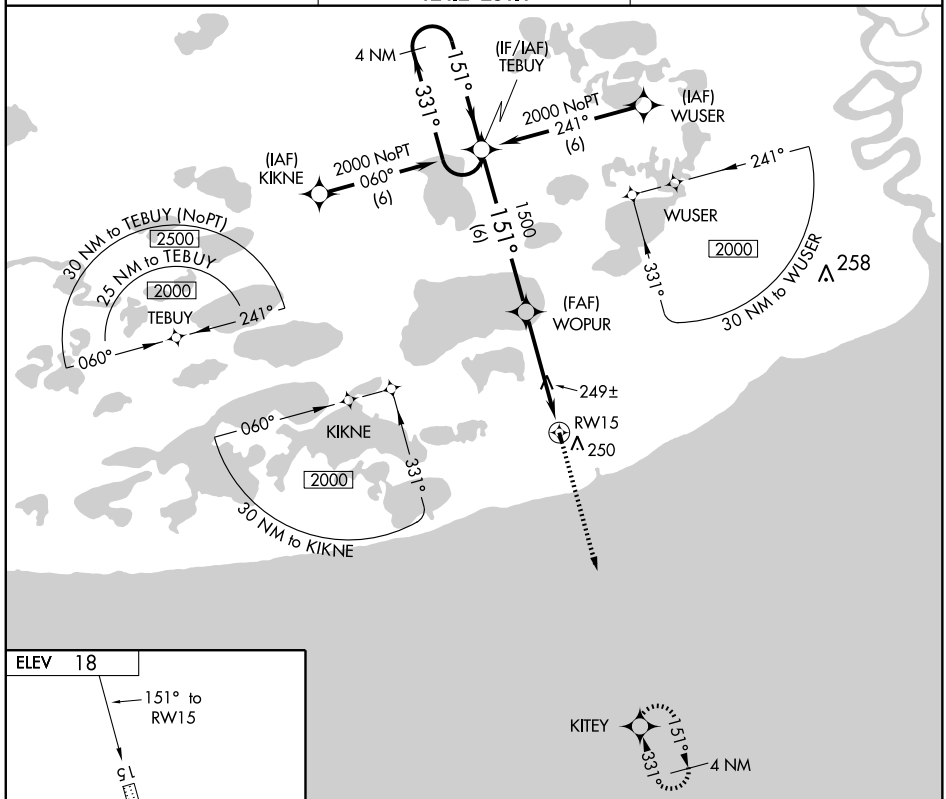
KWIGILLINGOK (GGV)(PAGG)

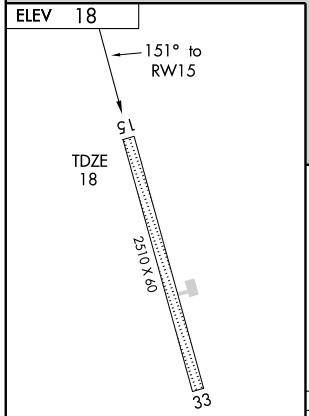
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

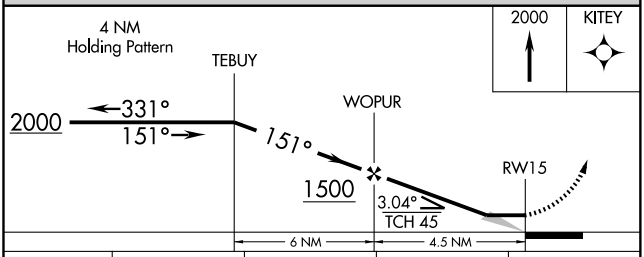
NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct KITEY and hold.

| KIPNUK ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.325 | 125.2 372.2<br>124.2 251.1 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 602 (700-1) | 620-1¾<br>602 (700-1¾) | NA |
| CIRCLING | 620-1 | 602 (700-1) | 620-1¾<br>602 (700-1¾) | NA |

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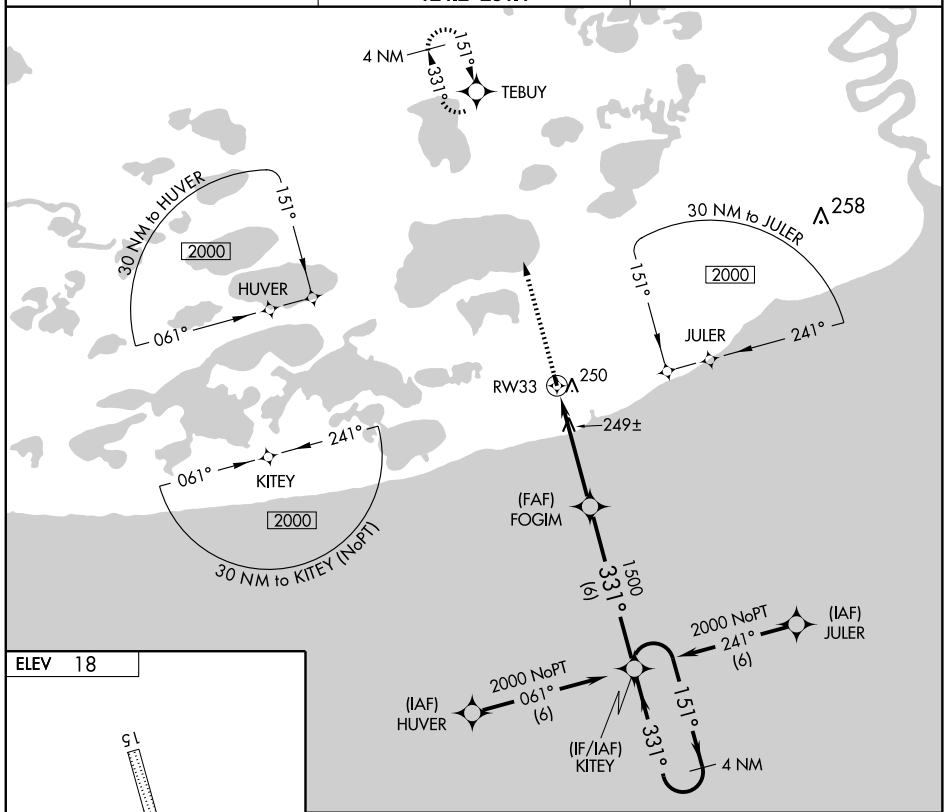
| APP CRS | Rwy Idg | 2510 |
|---|---|---|
| 331° | TDZE | 18 |
| | Apt Elev | 18 |

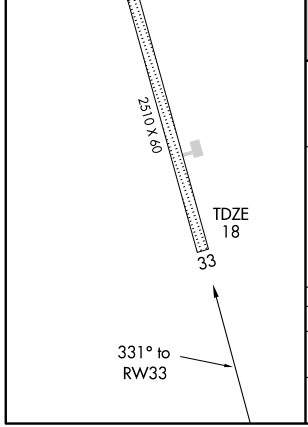
# RNAV (GPS) RWY 33
## KWIGILLINGOK (GGV)(PAGG)

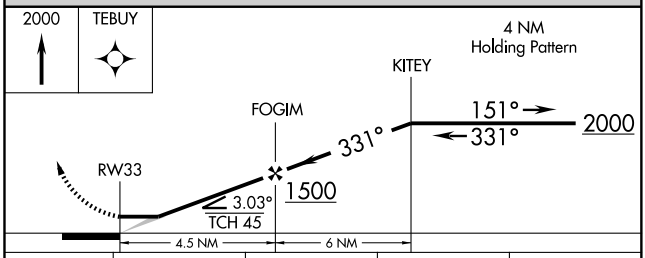
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct TEBUY and hold.

| KIPNUK ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.325 | 125.2 372.2 124.2 251.1 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 602 (700-1) | 620-1¾ 602 (700-1¾) | NA |
| CIRCLING | 620-1 | 602 (700-1) | 620-1¾ 602 (700-1¾) | NA |

AK, 08 APR 2010 to 03 JUN 2010

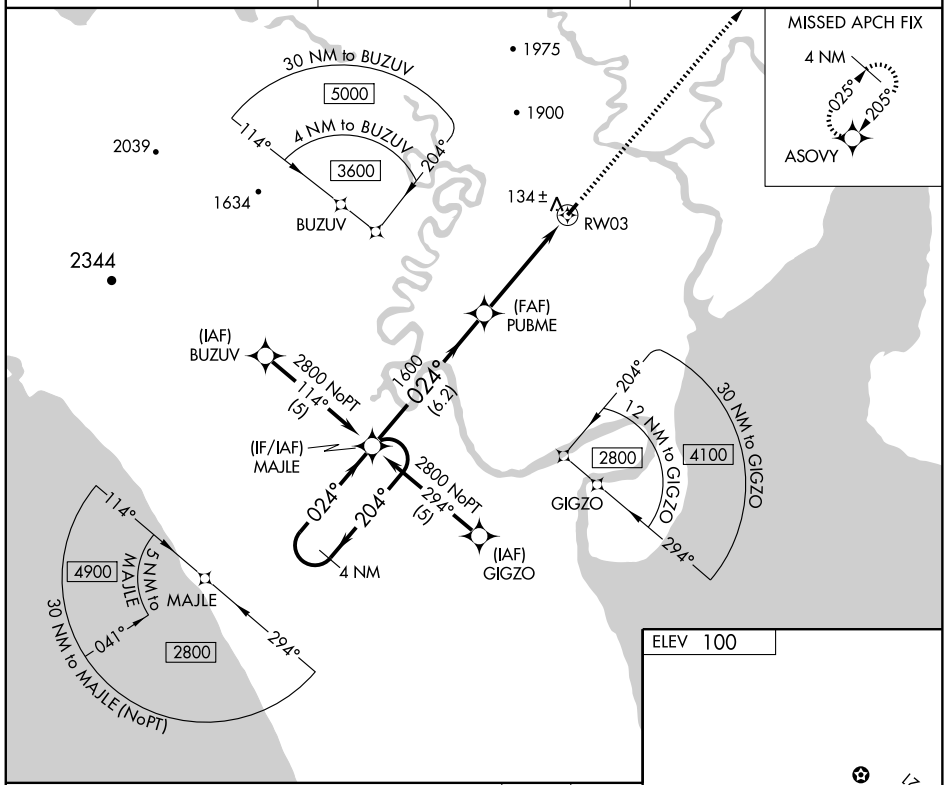
| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 024° | TDZE | 98 |
| | Apt Elev | 100 |

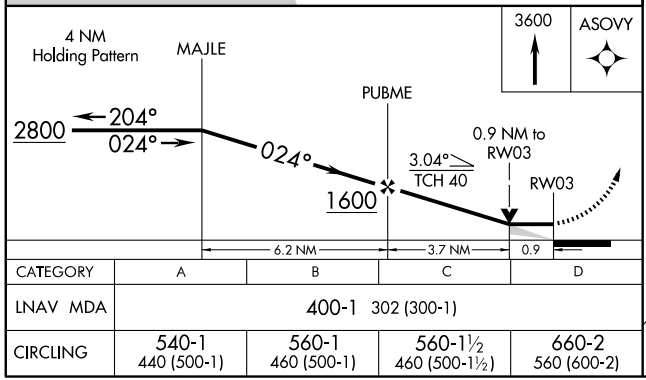
# RNAV (GPS) RWY 3
## MANOKOTAK (MBA) (PAMB)

DME/DME RNP-0.3 NA.
VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

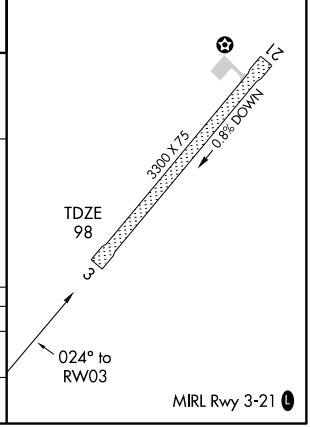
MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 120.625 | 132.75 282.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 302 (300-1) | | | |
| CIRCLING | 540-1 440 (500-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 660-2 560 (600-2) |




AK, 08 APR 2010 to 03 JUN 2010

MANOKOTAK, ALASKA

AL-10163 (FAA)

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 204° | TDZE | 100 |
| | Apt Elev | 100 |

# RNAV (GPS) RWY 21

## MANOKOTAK (MBA) (PAMB)

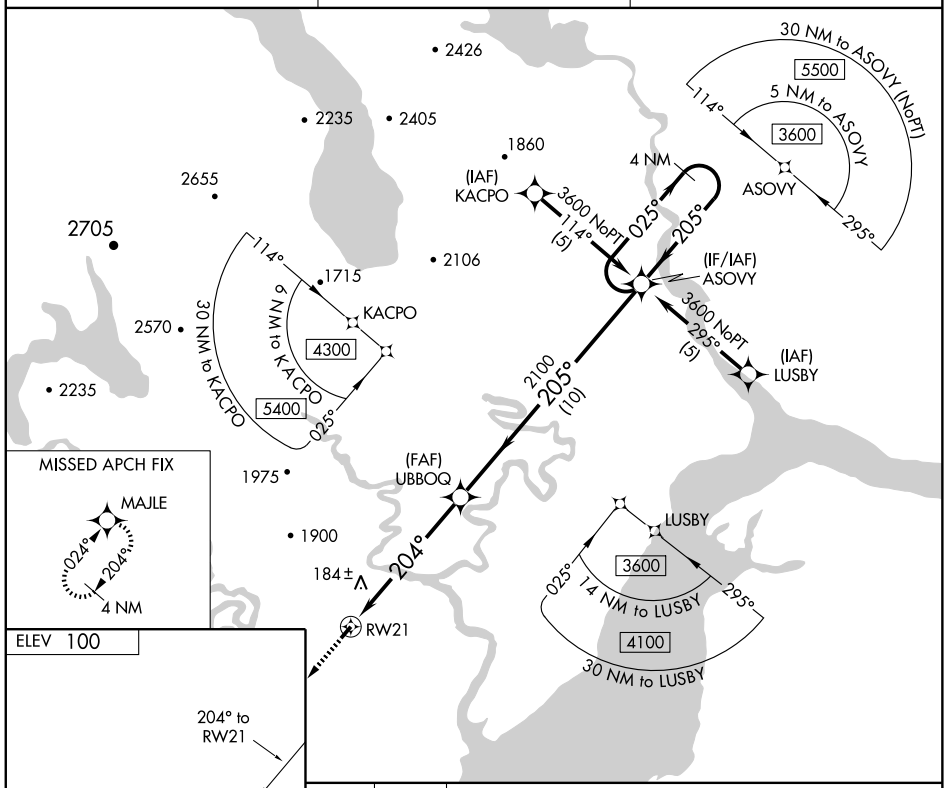
DME/DME RNP-0.3 NA.

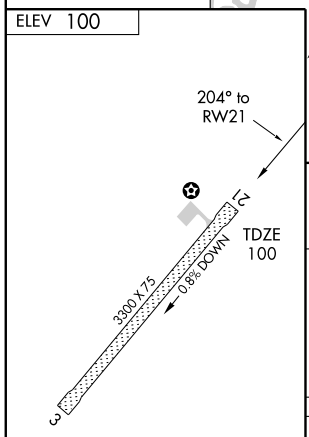
VDP NA when using Dillingham altimeter setting.

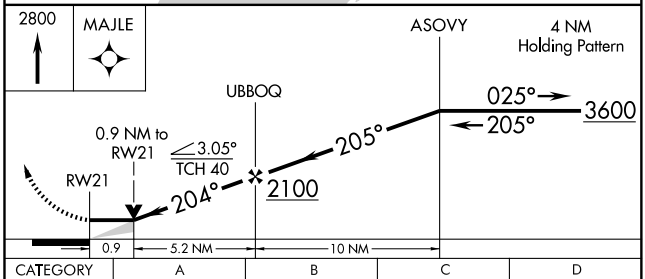
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 120.625 | 132.75 282.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 340 (400-1) | | | |
| CIRCLING | 540-1 440 (500-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 660-2 560 (600-2) |

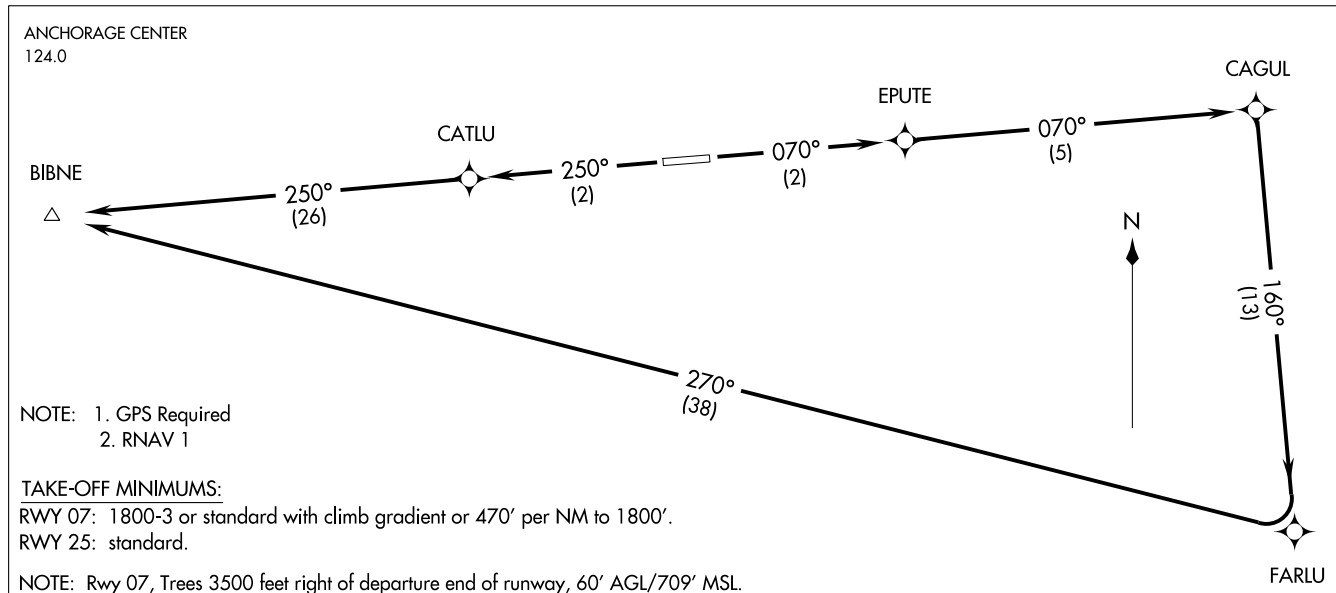
MIRL Rwy 3-21 L

AK. 08 APR 2010 to 03 JUN 2010

# BIBNE ONE DEPARTURE (RNAV) (OBSTACLE)

MARSHALL DON HUNTER SR (MDM)(PADM)

MARSHALL, ALASKA




NOTE: 1. GPS Required
2. RNAV 1

TAKE-OFF MINIMUMS:

RWY 07: 1800-3 or standard with climb gradient or 470′ per NM to 1800′.
RWY 25: standard.

NOTE: Rwy 07, Trees 3500 feet right of departure end of runway, 60′ AGL/709′ MSL.
Trees 4500 feet right of departure end of runway, 60′ AGL/1059′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 via 070° course to EPUTE WP, then via 070° track to CAGUL WP, then via 160° track to FARLU WP, then right turn 270° track to BIBNE WP, thence. . . .

TAKE-OFF RUNWAY 25: Climb to 3000 via 250° course to CATLU WP, then via 250° track to BIBNE WP, thence. . . .

. . . . Proceed on course.

## DEPARTURE OBSTACLES

Rwy 07: 1109′ MSL tree.
1774′ MSL tree.

NOTE: Chart not to scale.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 231° | TDZE | N/A |
| | Apt Elev | 103 |

# RNAV (GPS)-A

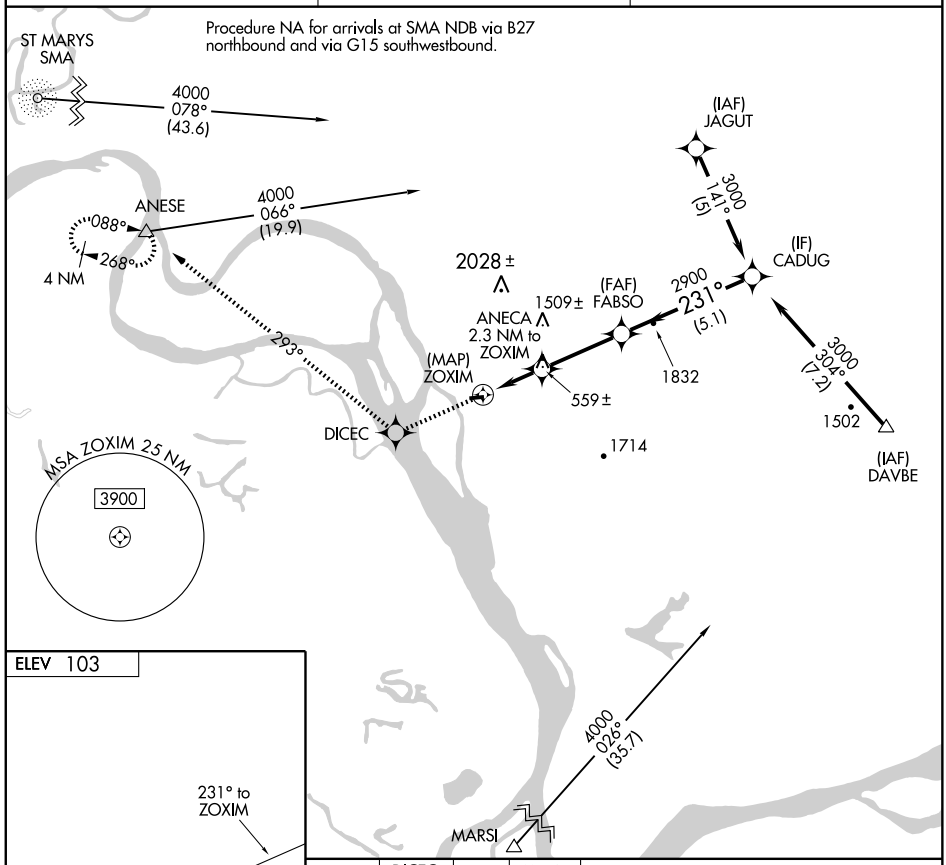
## MARSHALL DON HUNTER SR (MDM)(PADM)

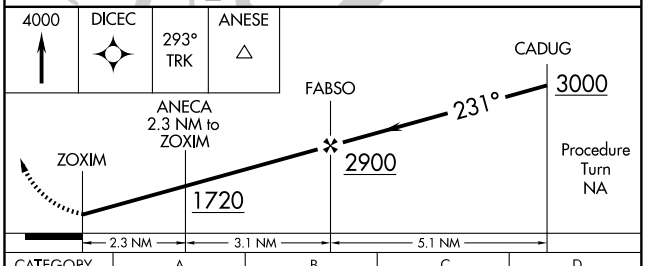
When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct DICEC and via 293° track to ANESE and hold, continue climb-in-hold to 4000.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.675 | 124.0 | 122.9 L |

Procedure NA for arrivals at SMA NDB via B27 northbound and via G15 southwestbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1<br>717 (800-1) | 1020-1¼<br>917 (1000-1¼) | NA | |

REIL Rwy 7 L
MIRL Rwy 7-25 L

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| APP CRS | Rwy Idg | 3201 |
|---|---|---|
| 070° | TDZE | 102 |
| | Apt Elev | 103 |

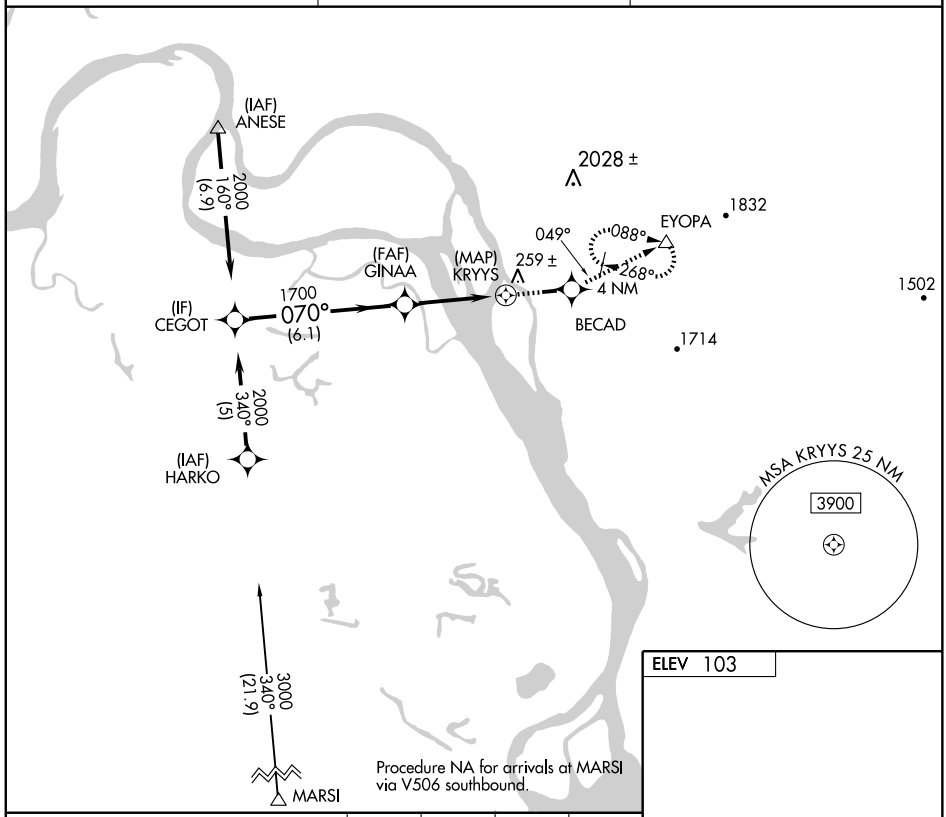
# RNAV (GPS) RWY 7

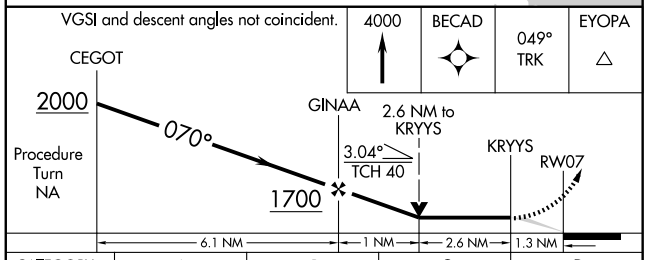
## MARSHALL DON HUNTER SR (MDM)(PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BECAD and via 049° track to EYOPA and hold, continue climb-in-hold to 4000.

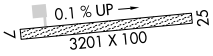
| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.675 | 124.0 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1½ 1238 (1300-1½) | | NA | |
| CIRCLING | 1340-1½ 1237 (1300-1½) | | NA | |

ELEV 103




REIL Rwy 7 (L)
MIRL Rwy 7-25 (L)

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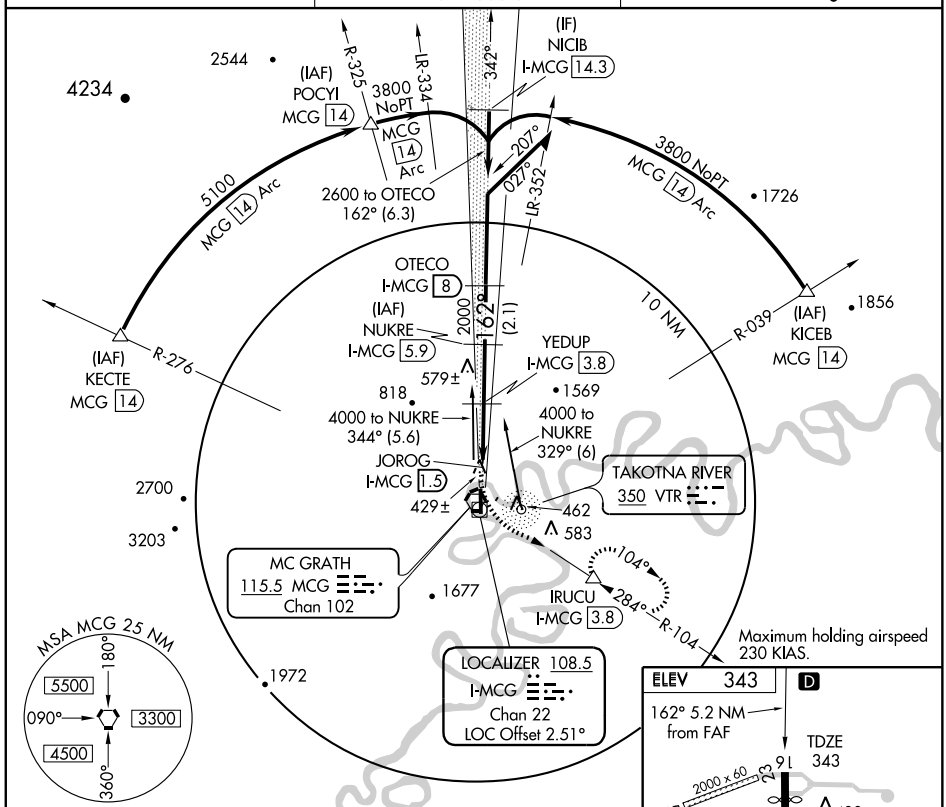
| LOC/DME I-MCG | APP CRS | Rwy Idg | 5390 |
|---|---|---|---|
| 108.5 | 162° | TDZE | 343 |
| Chan 22 | | Apt Elev | 343 |

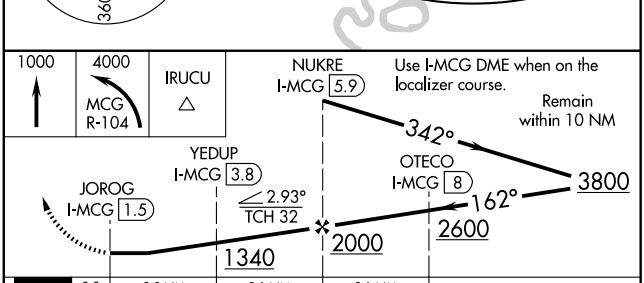
# LOC/DME RWY 16

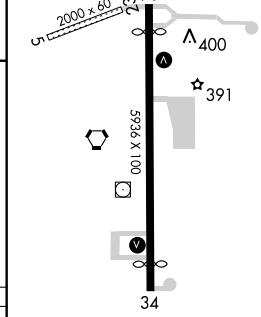
## MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000.

| ASOS | ANCHORAGE CENTER | MCGRATH RADIO |
|---|---|---|
| 135.65 | 128.1 353.8 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 760-1 417 (500-1) | | 760-1¼ 417 (500-1¼) | |
| CIRCLING | 820-1 477 (500-1) | | 820-1½ 477 (500-1½) | 1180-2¾ 837 (900-2¾) |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5390 |
|---|---|---|
| 160° | TDZE | 343 |
| | Apt Elev | 343 |

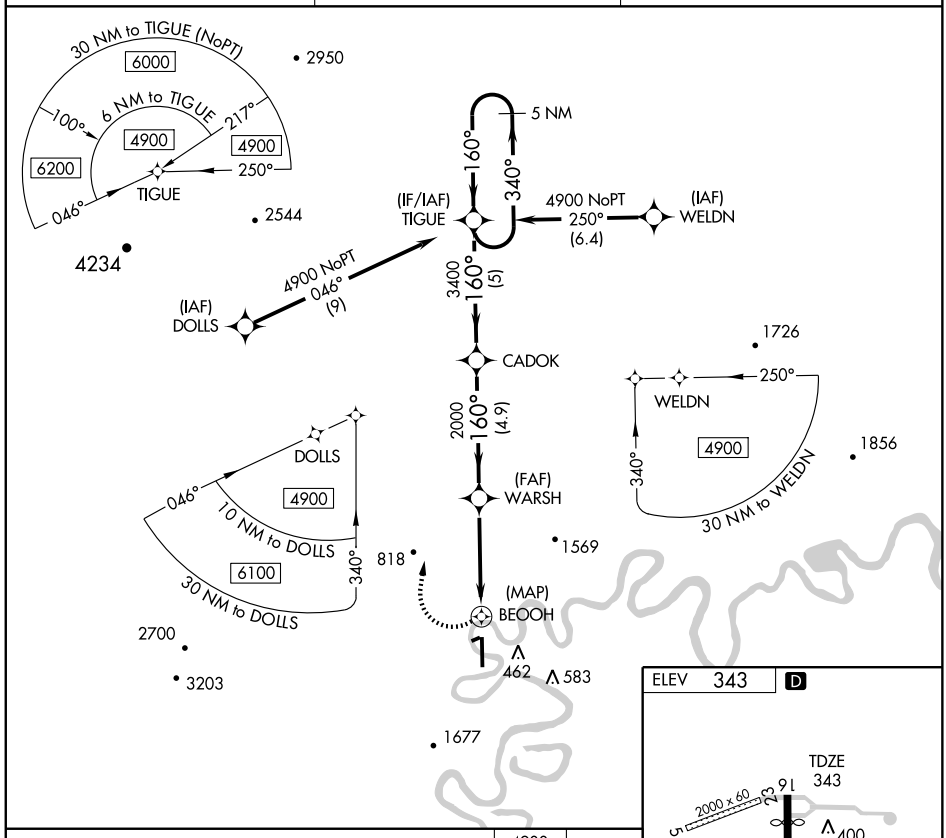
# RNAV (GPS) RWY 16

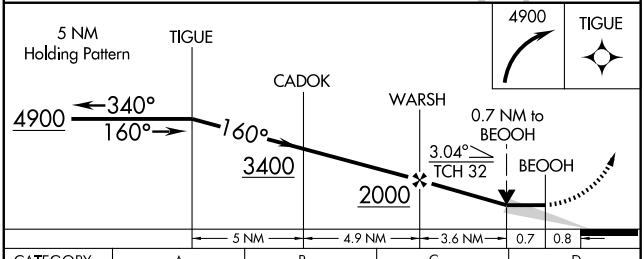
MC GRATH (MCG) (PAMC)

DME/DME RNP- 0.3 NA.

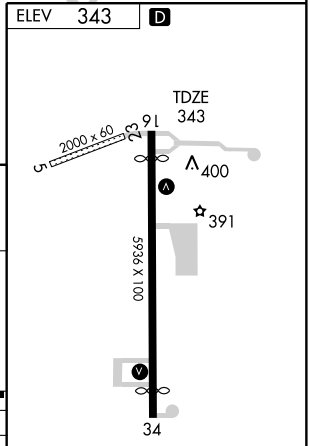
MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb in hold to 4900.

| ASOS | ANCHORAGE CENTER | MCGRATH RADIO |
|---|---|---|
| 135.65 | 128.1 353.8 | 123.6 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 497 (500-1) | | 840-1¼ 497 (500-1¼) | 840-1½ 497 (500-1½) |
| CIRCLING | 840-1 497 (500-1) | | 840-1½ 497 (500-1½) | 1180-2¾ 837 (900-2¾) |




MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

AK. 08 APR 2010 to 03 JUN 2010

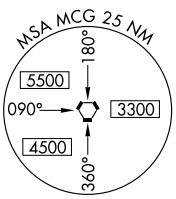
| VORTAC MCG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.5 | 284° | TDZE | N/A |
| Chan 102 | | Apt Elev | 343 |

# VOR-A

MC GRATH(MCG)(PAMC)

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct to MCG VORTAC and hold, continue climb in hold to 4000.

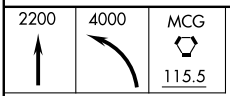
| ASOS | ANCHORAGE CENTER | MCGRATH RADIO |
|---|---|---|
| 135.65 | 128.1 353.8 | 123.6 (CTAF) L |

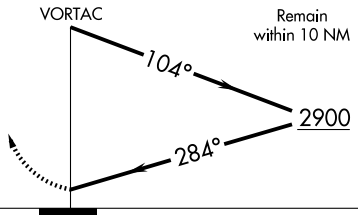


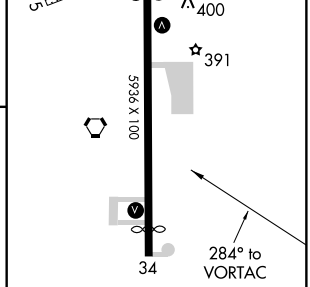




Procedure NA for arrivals at MCG VORTAC via V510 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1¼ 1057 (1100-1¼) | 1400-1½ 1057 (1100-1½) | 1400-3 1057 (1100-3) | |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK. 08 APR 2010 to 03 JUN 2010

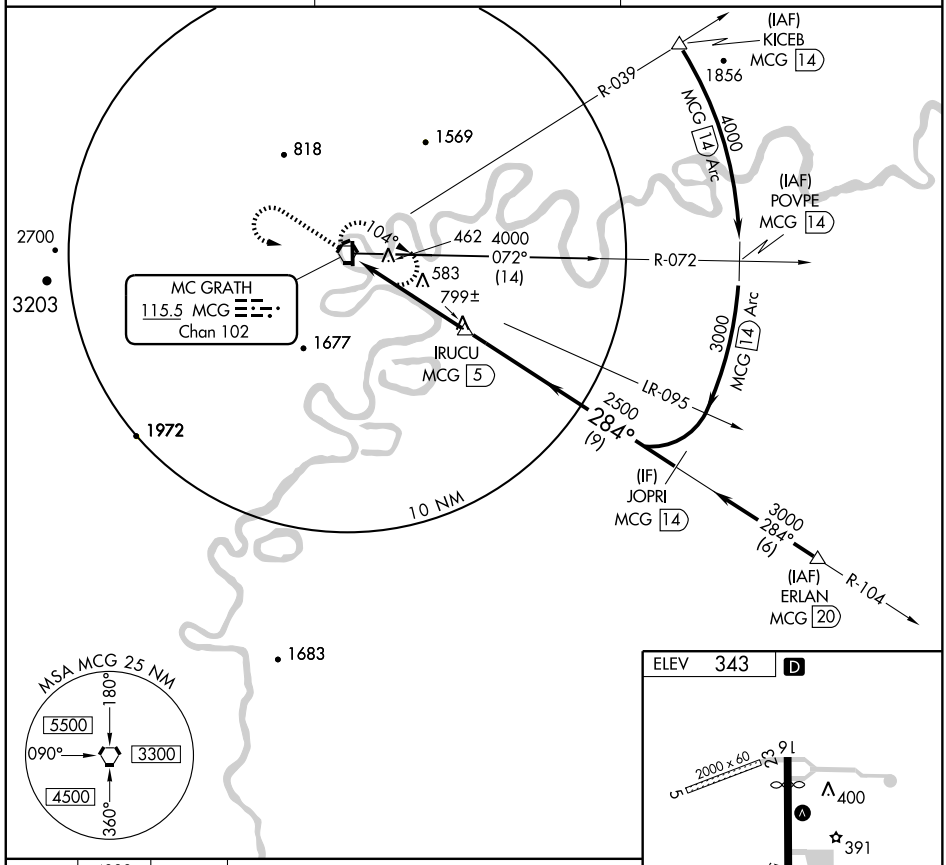
| VORTAC MCG 115.5 Chan 102 | APP CRS 284° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 343 |
|---|---|---|

# VOR/DME-C

## MC GRATH (MCG)(PAMC)

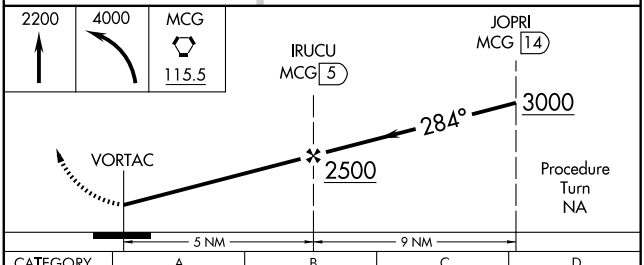
MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb in hold to 4000.

| ASOS | ANCHORAGE CENTER | MCGRATH RADIO |
|---|---|---|
| 135.65 | 128.1 353.8 | 123.6 (CTAF) L |

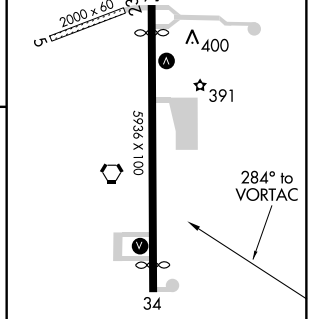









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 717 (800-1) | | 1060-2<br>717 (800-2) | 1180-2¾<br>837 (900-2¾) |




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK, 08 APR 2010 to 03 JUN 2010

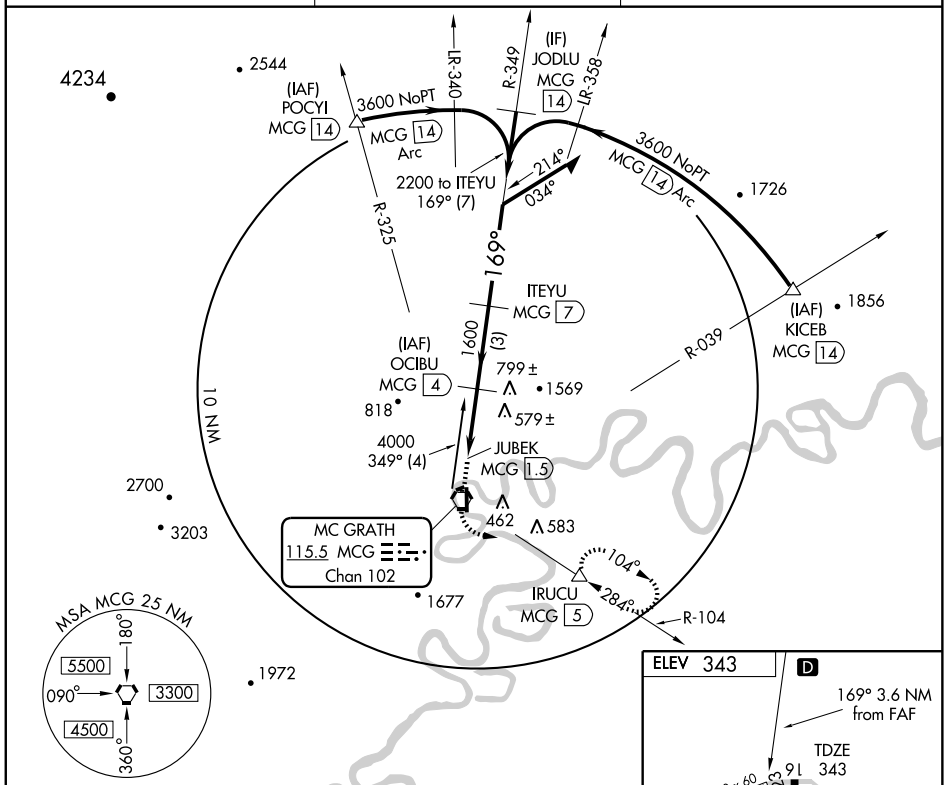
| VORTAC MCG | APP CRS | Rwy Idg | 5390 |
|---|---|---|---|
| 115.5 | 169° | TDZE | 343 |
| Chan 102 | | Apt Elev | 343 |

# VOR/DME or TACAN RWY 16

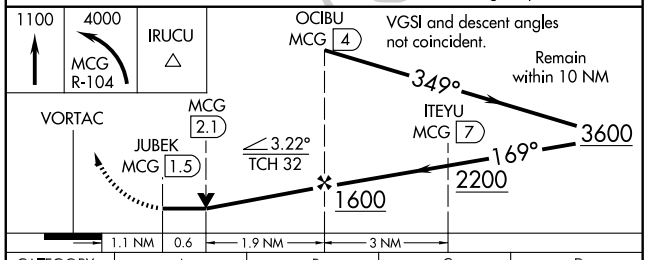
MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/5 DME and hold, continue climb in hold to 4000.

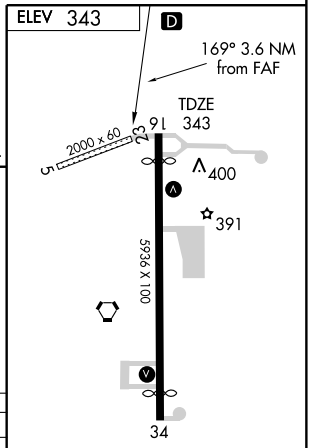
| ASOS | ANCHORAGE CENTER | MCGRATH RADIO |
|---|---|---|
| 135.65 | 128.1 353.8 | 123.6 (CTAF) L |




Maximum holding airspeed 230 KIAS.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 900-1¼ 557 (600-1¼) | | 900-1½ 557 (600-1½) | 900-1¾ 557 (600-1¾) |
| CIRCLING | 900-1¼ 557 (600-1¼) | | 900-1½ 557 (600-1½) | 1180-2¾ 837 (900-2¾) |




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK. 08 APR 2010 to 03 JUN 2010

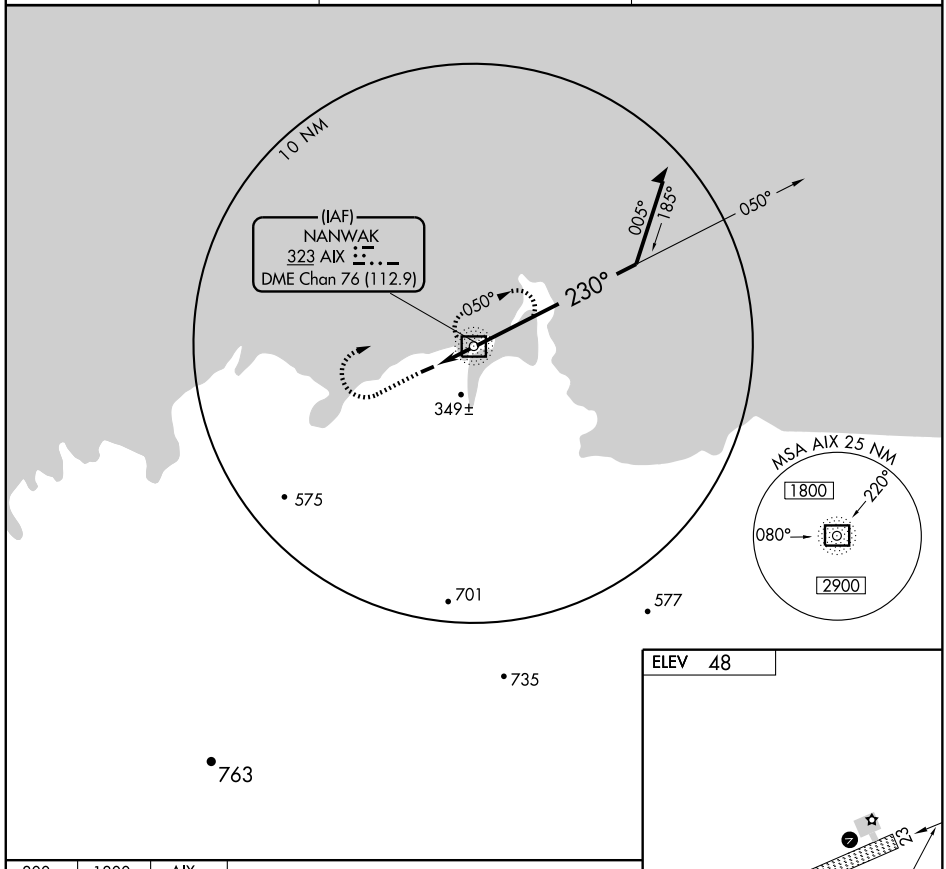
| NDB/DME AIX 323 Chan 76 (112.9) | APP CRS 230° | Rwy Idg N/A TDZE N/A Apt Elev 48 |
|---|---|---|

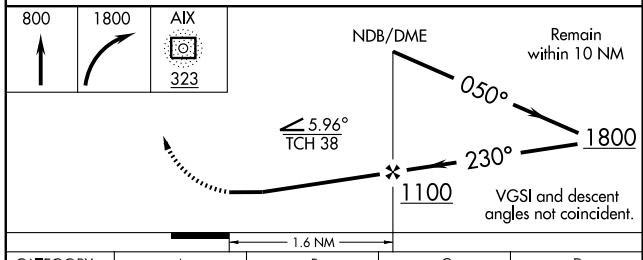
# NDB-B

## MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 800 then climbing right turn to 1800 direct AIX NDB/DME and hold, continue climb-in-hold to 1800.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 123.9 | 124.5 372.0 | 122.9 L |







REIL Rwys 5 and 23
MIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 652 (700-1) | | 700-1¾ 652 (700-1¾) | 720-2¼ 672 (700-2¼) |

| FAF to MAP 1.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:36 | 1:04 | 0:48 | 0:38 | 0:32 |

AK, 08 APR 2010 to 03 JUN 2010

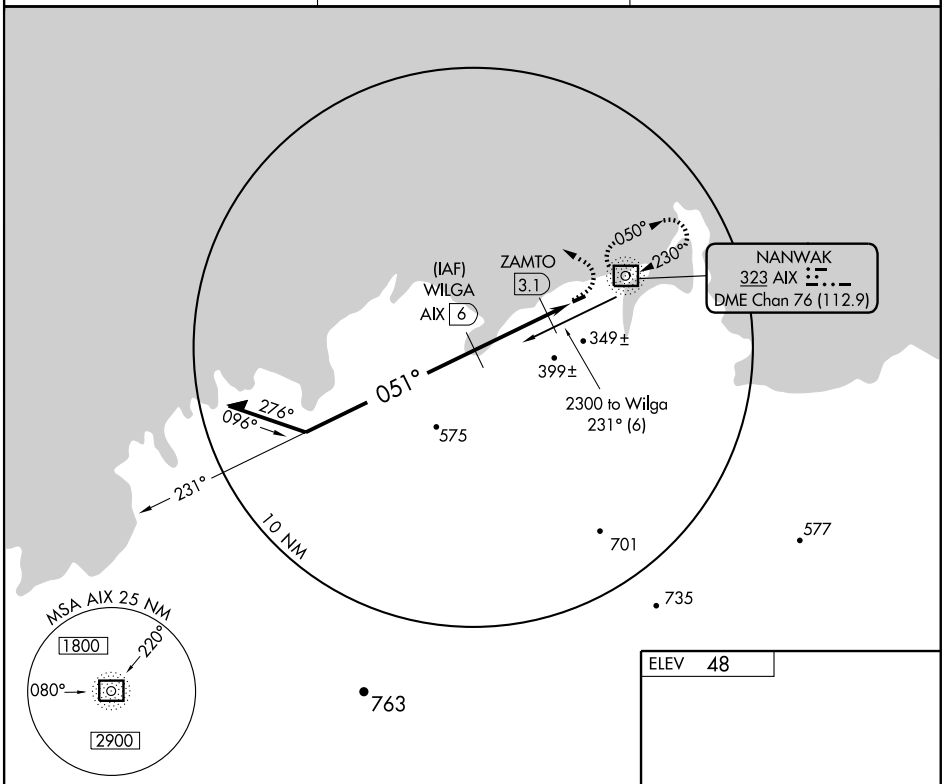
| NDB/DME AIX 323 Chan 76 (112.9) | APP CRS 051° | Rwy Idg N/A TDZE N/A Apt Elev 48 |
|---|---|---|

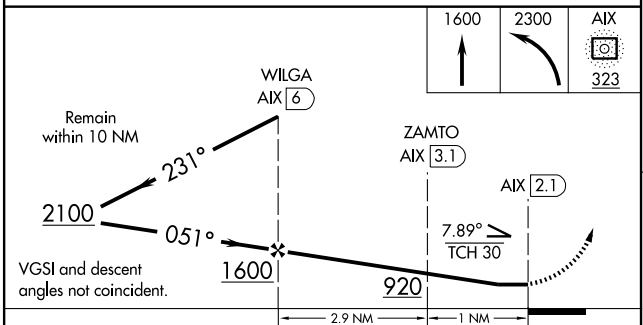
# NDB/DME-A

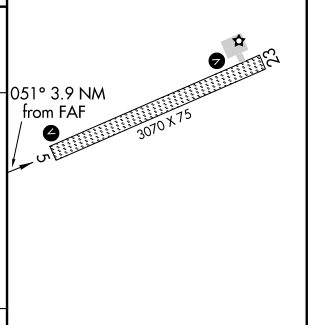
## MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 direct AIX NDB/DME and hold, continue climb-in-hold to 2300.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 123.9 | 124.5 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 652 (700-1) | | 700-1¾ 652 (700-1¾) | 720-2¼ 672 (700-2¼) |

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3070 |
|---|---|---|
| 064° | TDZE | 48 |
| | Apt Elev | 48 |

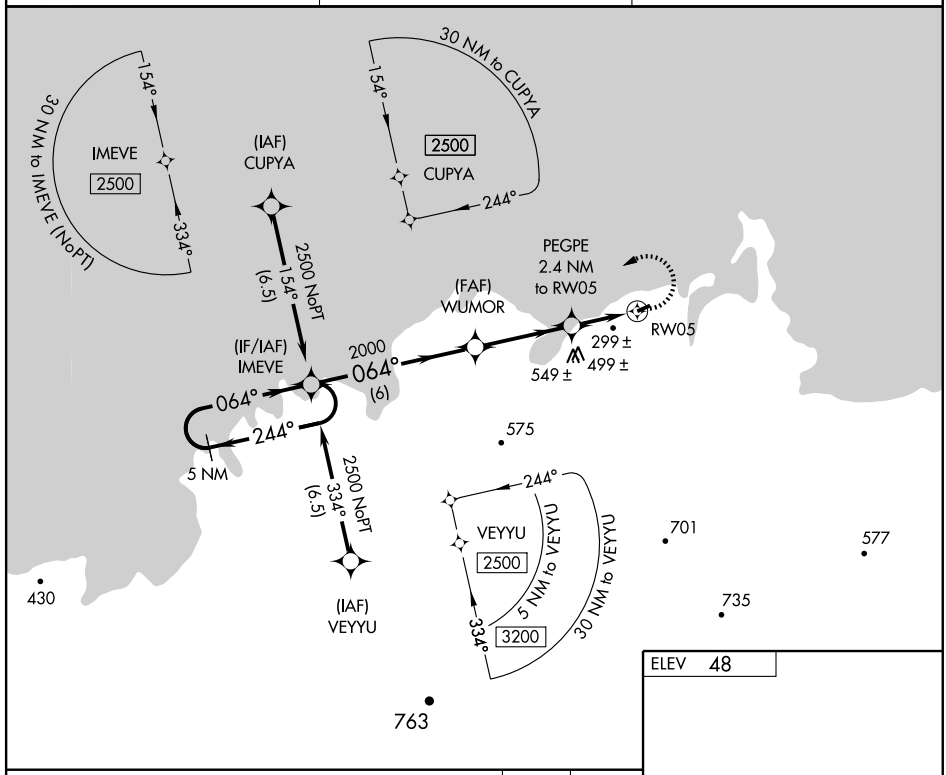
# RNAV (GPS) RWY 5

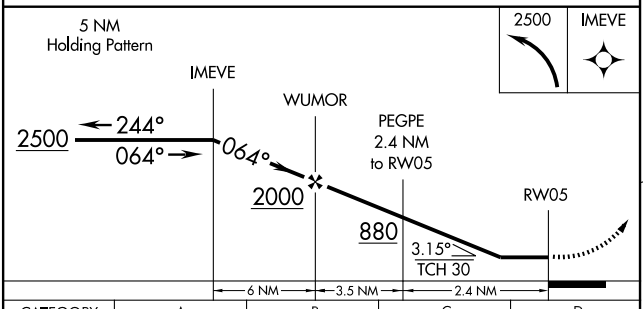
## MEKORYUK (MYU) (PAMY)

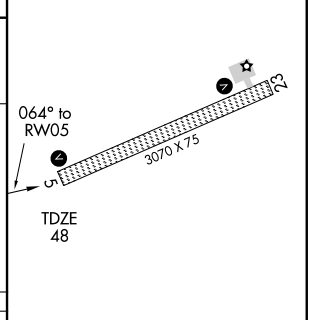
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct IMEVE and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 123.9 | 124.5 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 552 (600-1) | | 600-1½ 552 (600-1½) | 600-1¾ 552 (600-1¾) |
| CIRCLING | 600-1 552 (600-1) | | 600-1½ 552 (600-1½) | 720-2¼ 672 (700-2¼) |

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3070 |
|---|---|---|
| 234° | TDZE | 48 |
| | Apt Elev | 48 |

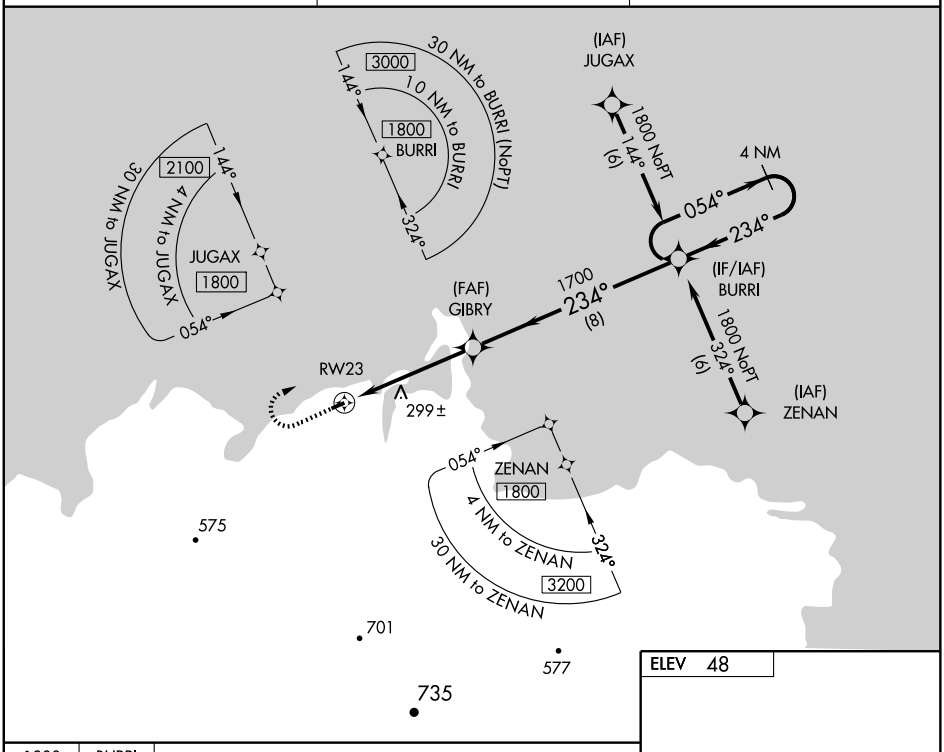
# RNAV (GPS) RWY 23

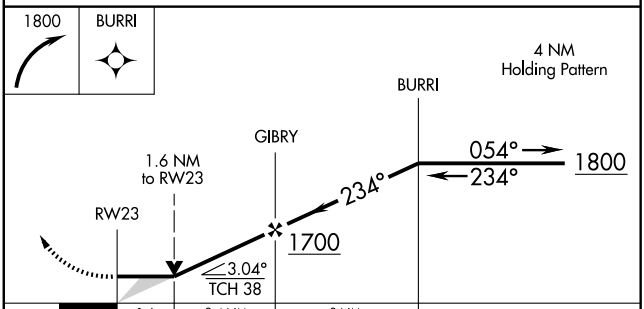
## MEKORYUK (MYU) (PAMY)

DME/DME RNP-0.3 NA.

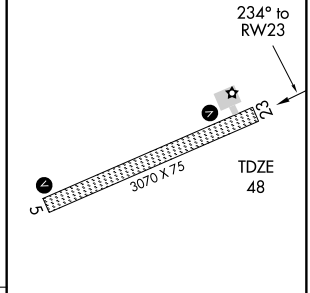
MISSED APPROACH: Climbing right turn to 1800 direct BURRI and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 123.9 | 124.5 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 552 (600-1) | | 600-1½ 552 (600-1½) | 600-1¾ 552 (600-1¾) |
| CIRCLING | 600-1 552 (600-1) | | 600-1½ 552 (600-1½) | 720-2¼ 672 (700-2¼) |




REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

MIDDLETON ISLAND, ALASKA

AL-2115 (FAA)

| APP CRS | Rwy Idg | 3158 |
|---|---|---|
| 013° | TDZE | 100 |
| | Apt Elev | 100 |

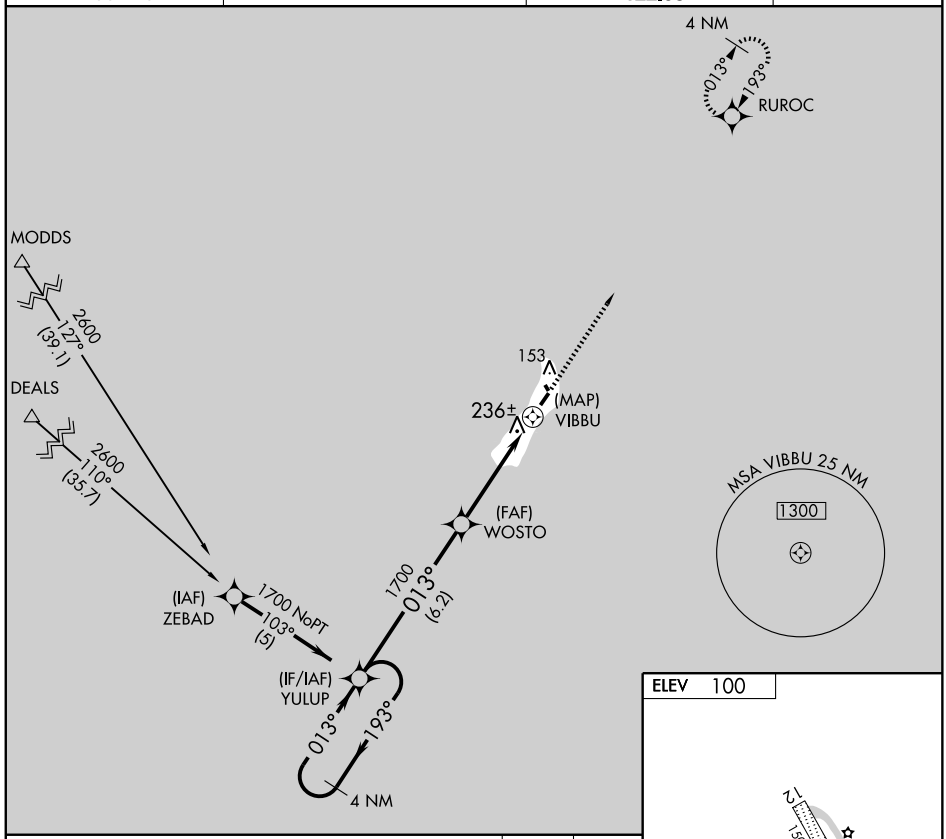
# RNAV (GPS) RWY 1

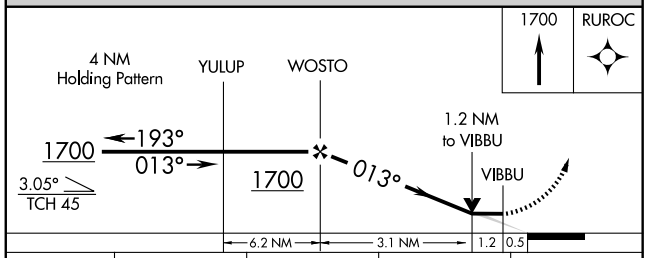
## MIDDLETON ISLAND (MDO) (PAMD)

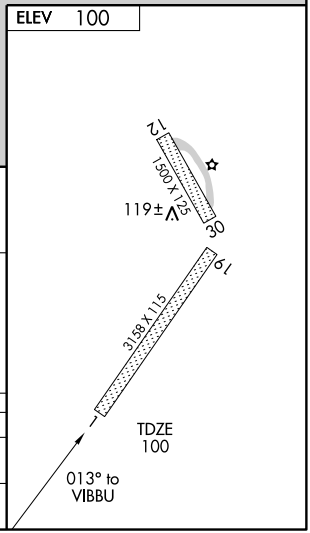
DME/DME RNP-0.3 NA.
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1700 direct RUROC and hold.

| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 135.725 | 133.6 269.4 | 122.05 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 440 (500-1) | 540-1¼<br>440 (500-1¼) | NA |
| CIRCLING | 600-1 | 500 (500-1) | 600-1½<br>500 (500-1½) | NA |

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| APP CRS | | |
|---|---|---|
| 193° | Rwy Idg | 3158 |
| | TDZE | 100 |
| | Apt Elev | 100 |

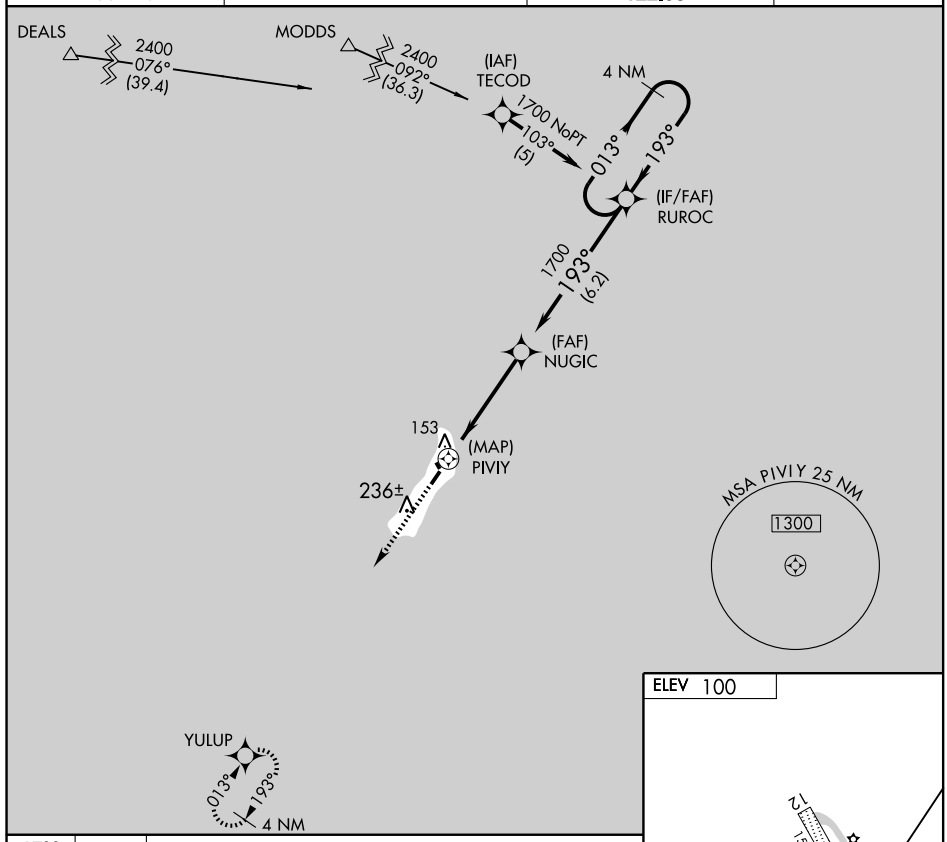
# RNAV (GPS) RWY 19

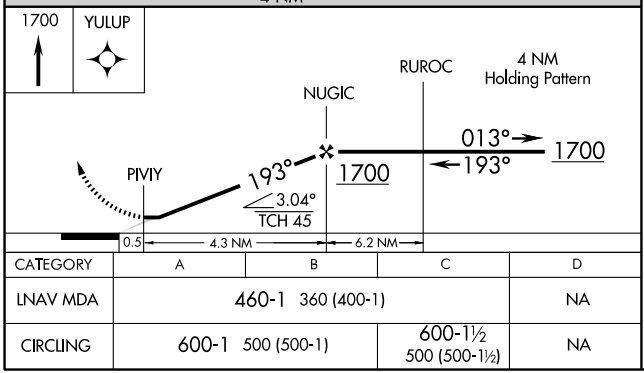
## MIDDLETON ISLAND (MDO) (PAMD)

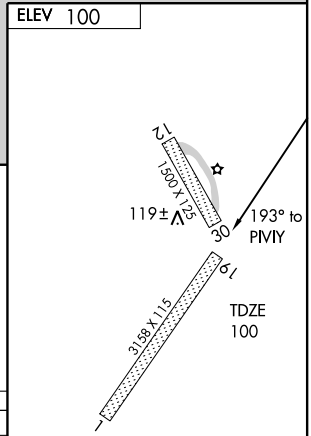
DME/DME RNP-0.3 NA.
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1700 direct YULUP and hold.

| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 135.725 | 133.6 269.4 | 122.05 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 360 (400-1) | | | NA |
| CIRCLING | 600-1 500 (500-1) | | 600-1½ 500 (500-1½) | NA |

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME MDO | APP CRS | Rwy Idg | 3158 |
|---|---|---|---|
| 115.3 | 197° | TDZE | 100 |
| Chan 100 | | Apt Elev | 100 |

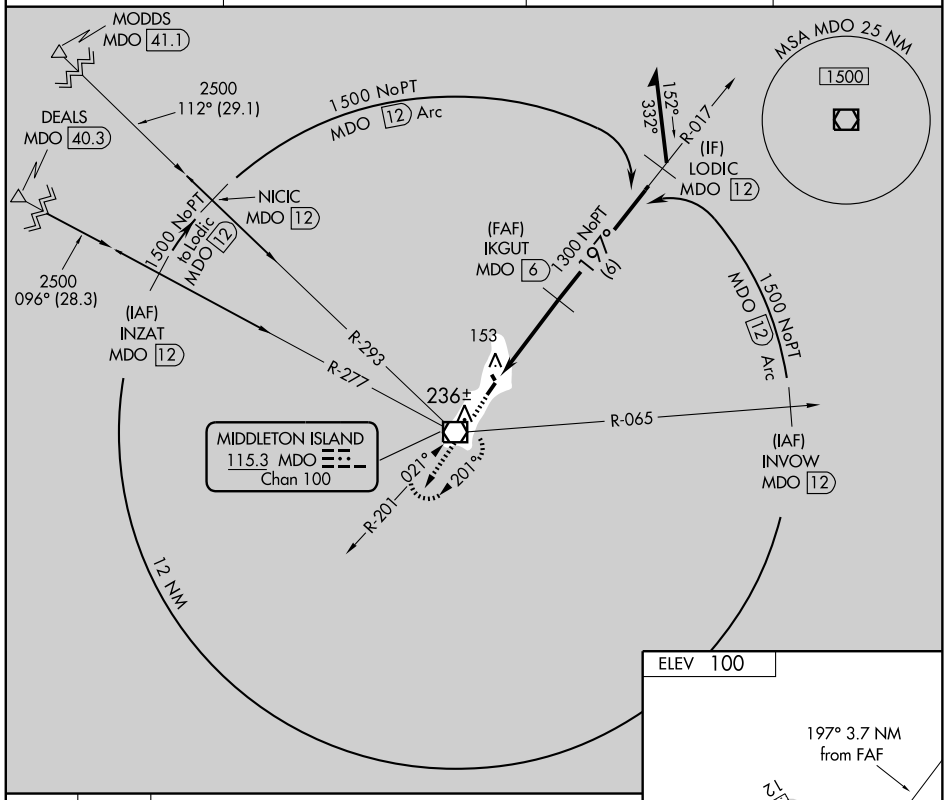
# VOR/DME RWY 19

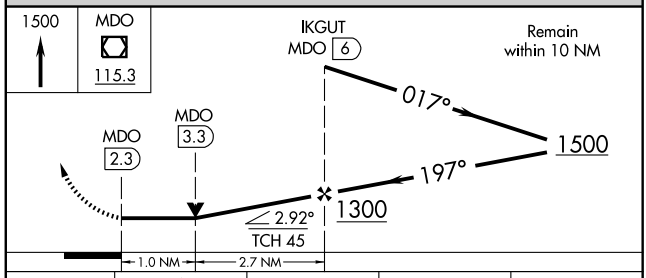
## MIDDLETON ISLAND (MDO) (PAMD)

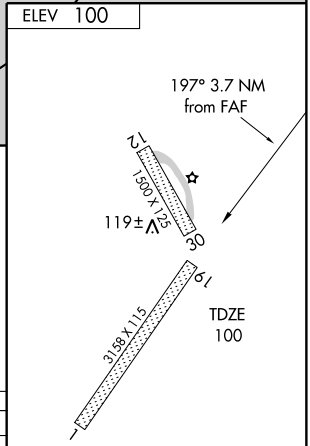
If local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 1500 direct MDO VOR/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 135.725 | 133.6 269.4 | 122.05 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 460-1 360 (400-1) | | | NA |
| CIRCLING | 600-1 500 (500-1) | | 600-1½ 500 (500-1½) | NA |

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME MDO | APP CRS | Rwy Idg | 3158 |
|---|---|---|---|
| 115.3 | 021° | TDZE | 100 |
| Chan 100 | | Apt Elev | 100 |

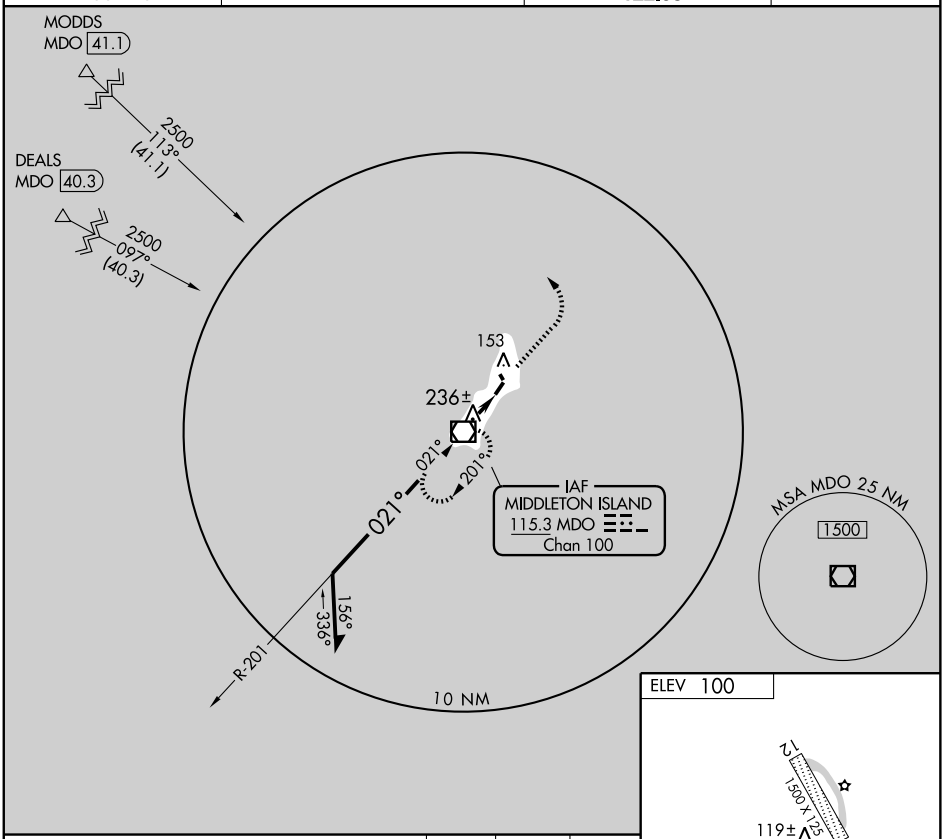
# VOR RWY 1

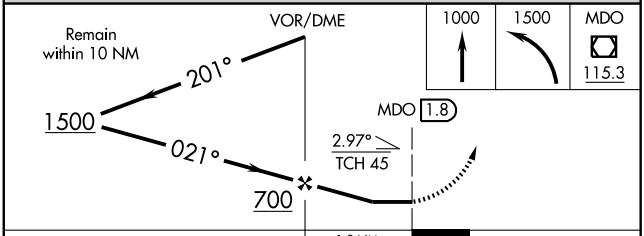
## MIDDLETON ISLAND (MDO) (PAMD)

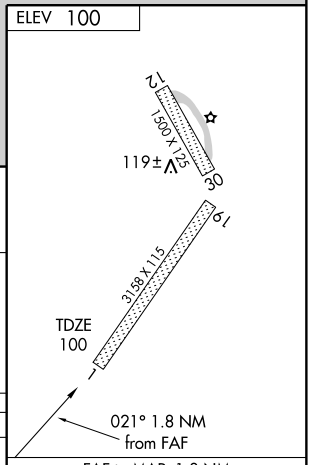
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF |
|---|---|---|---|
| 135.725 | 133.6 269.4 | 122.05 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 540-1 440 (500-1) | | 540-1¼ 440 (500-1¼) | NA |
| CIRCLING | 600-1 500 (500-1) | | 600-1½ 500 (500-1½) | NA |

FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

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| NDB MHM 227 | APP CRS 003° | Rwy Idg 4200<br>TDZE 678<br>Apt Elev 678 |
|---|---|---|

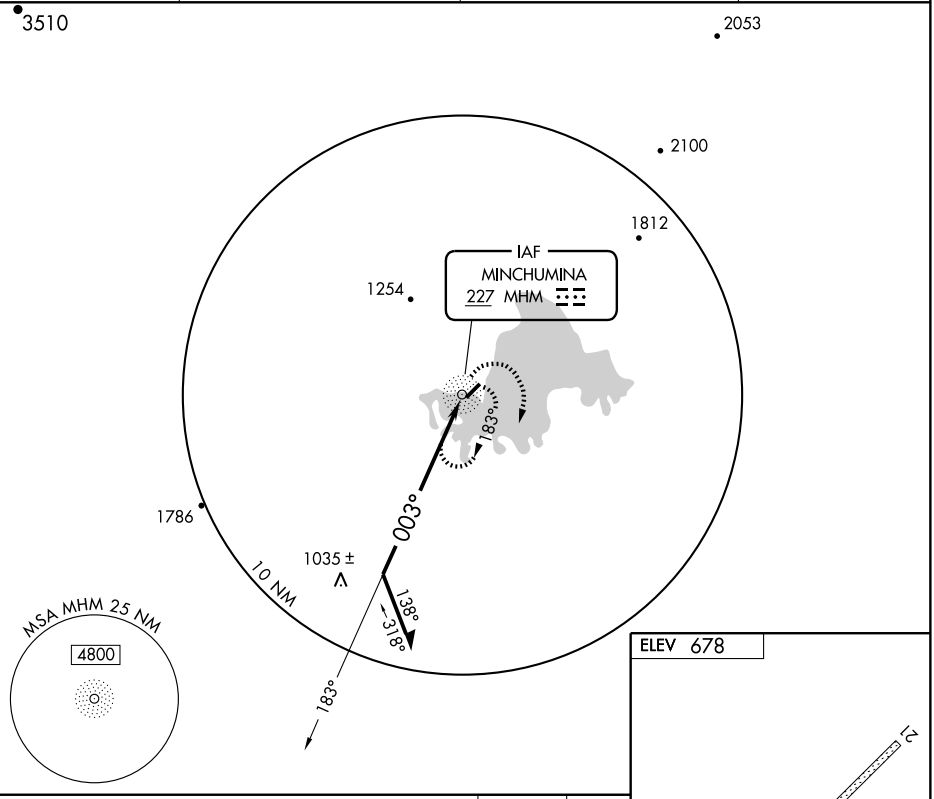
# NDB RWY 3

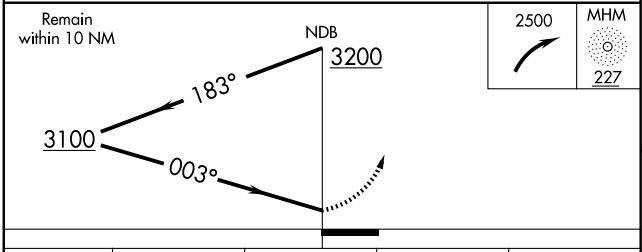
## MINCHUMINA (MHM) (PAMH)

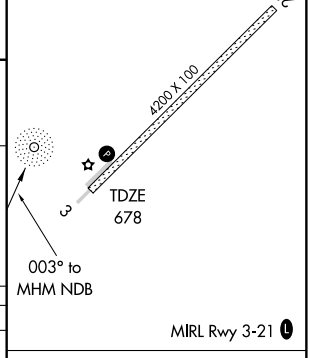
Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing right turn to 2500 in MHM NDB holding pattern.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.55 | 120.9 319.2 | 122.2 | 122.9 L |




MIRL Rwy 3-21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1600-1¼ | 922 (1000-1¼) | 1600-2¾<br>922 (1000-2¾) | 1600-3<br>922 (1000-3) |
| CIRCLING | 1600-1¼ | 922 (1000-1¼) | 1600-2¾<br>922 (1000-2¾) | 1600-3<br>922 (1000-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

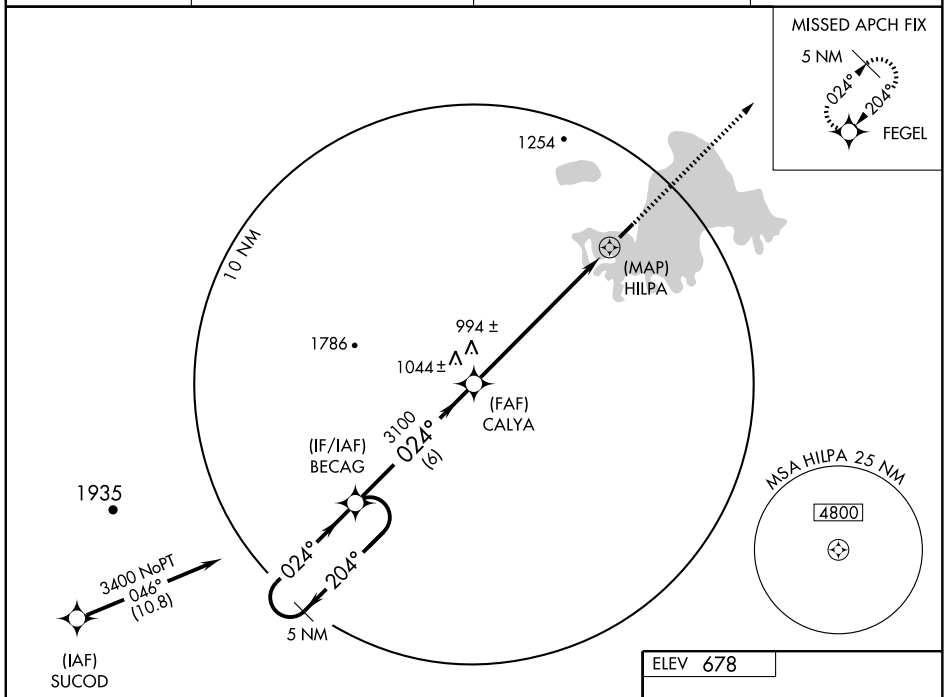
| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 024° | TDZE | 678 |
| | Apt Elev | 678 |

# RNAV (GPS) RWY 3
MINCHUMINA (MHM) (PAMH)

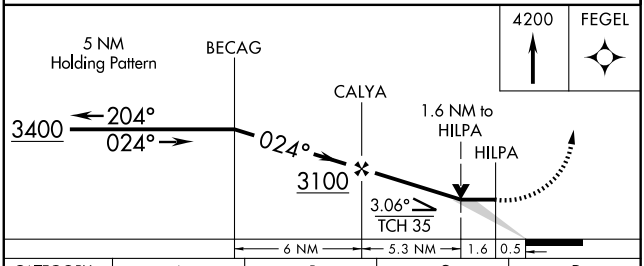
DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 4200 direct FEGEL and hold.

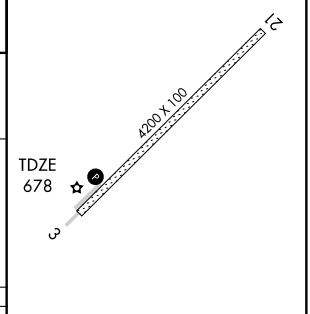
| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.55 | 120.9 319.2 | 122.2 | 122.9 L |




Procedure NA for arrivals at SUCOD via V480 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 682 (700-1) | 1360-2 682 (700-2) | 1360-2¼ 682 (700-2¼) |
| CIRCLING | 1360-1 | 682 (700-1) | 1360-2 682 (700-2) | 1360-2¼ 682 (700-2¼) |




MIRL Rwy 3-21 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 204° | TDZE | 678 |
| | Apt Elev | 678 |

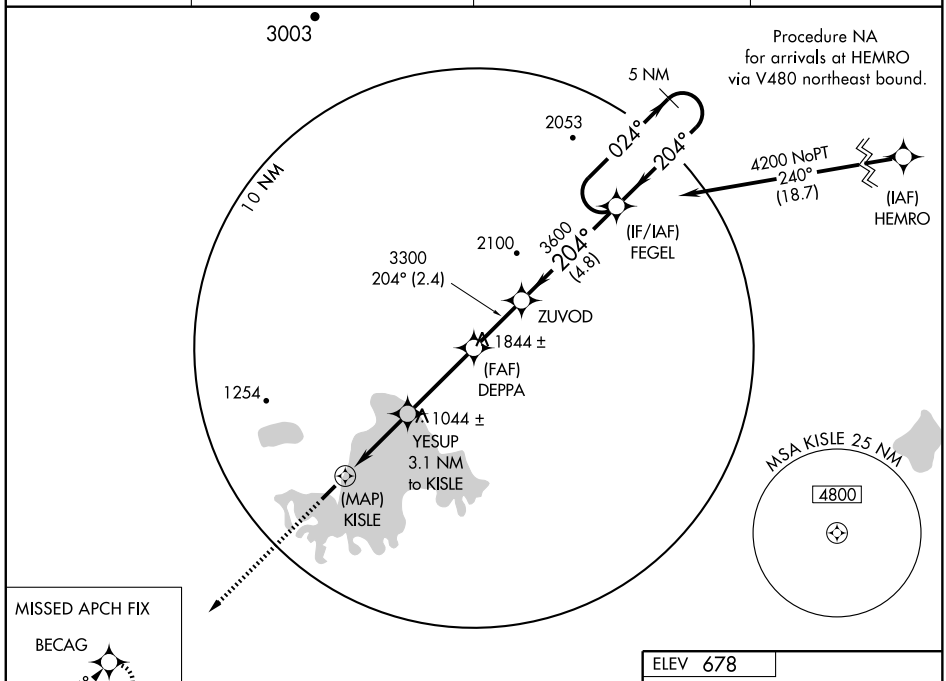
# RNAV (GPS) RWY 21

MINCHUMINA (MHM) (PAMH)

DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.

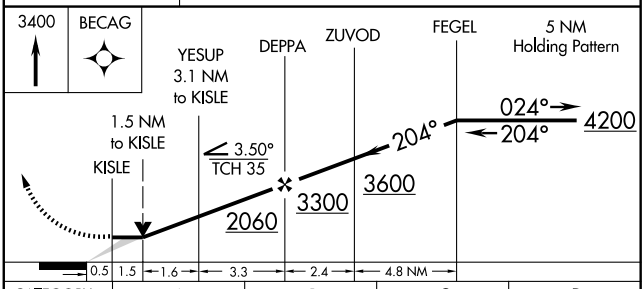
MISSED APPROACH: Climb to 3400 direct BECAG and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.55 | 120.9 319.2 | 122.2 | 122.9 (L) |



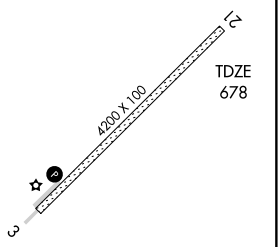







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1<br>782 (800-1) | 1460-1¼<br>782 (800-1¼) | 1460-2¼<br>782 (800-2¼) | 1460-2½<br>782 (800-2½) |
| CIRCLING | 1460-1<br>782 (800-1) | 1460-1¼<br>782 (800-1¼) | 1460-2¼<br>782 (800-2¼) | 1460-2½<br>782 (800-2½) |

ELEV 678




MIRL Rwy 3-21 (L)

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 018° | TDZE | 332 |
| | Apt Elev | 337 |

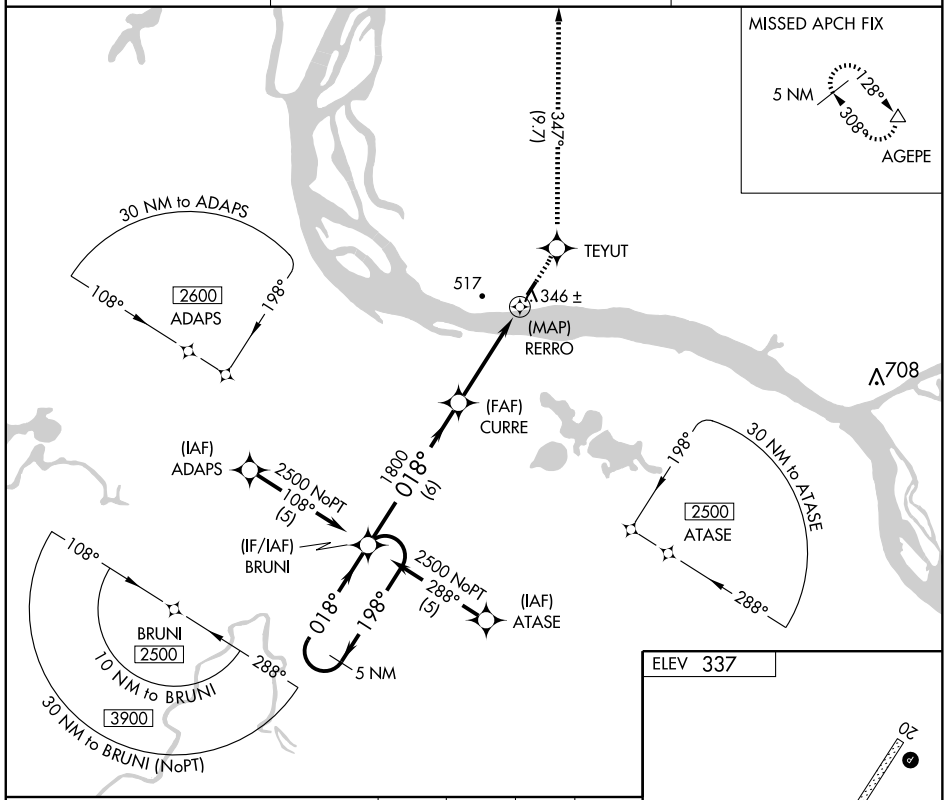
# RNAV (GPS) RWY 2

## MOUNTAIN VILLAGE (MOU) (PAMO)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet.

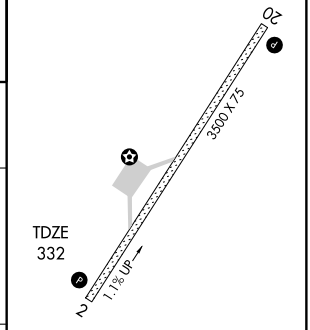
MISSED APPROACH: Climb to 3000 direct TEYUT and via 347° track to AGEPE and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.35 | 124.0 | 122.9 (L) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 268 (300-1) | | NA | |
| CIRCLING | 700-1 363 (400-1) | 800-1 463 (500-1) | NA | |

MIRL Rwy 2-20 (L)
REIL Rwys 2 and 20 (L)

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 199° | TDZE | 337 |
| | Apt Elev | 337 |

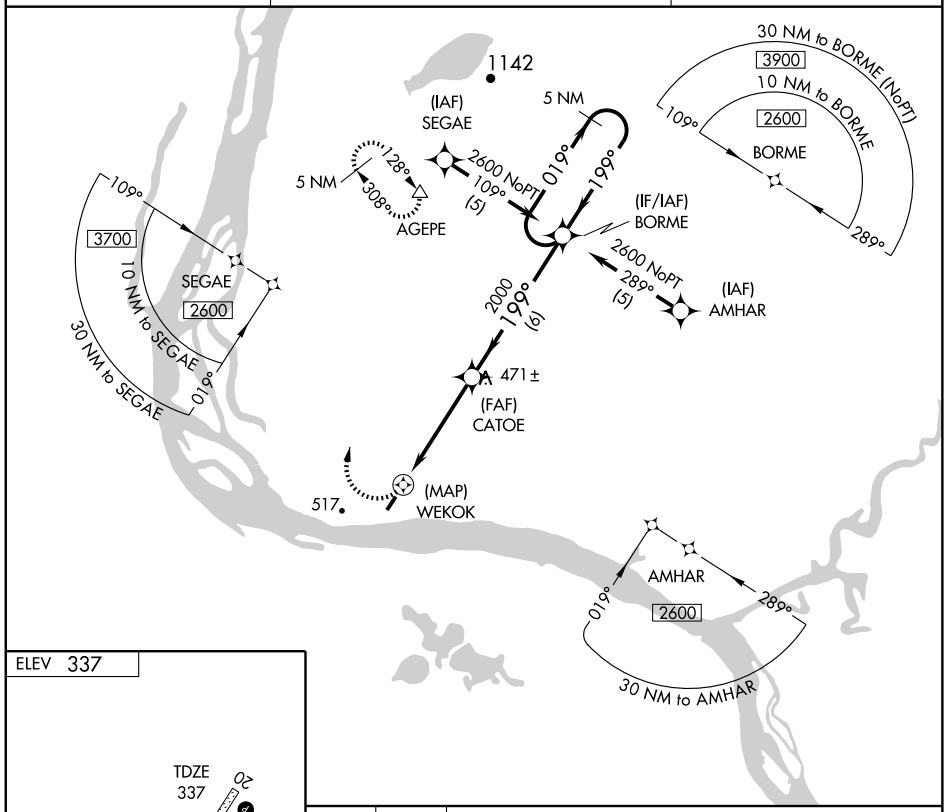
# RNAV (GPS) RWY 20

## MOUNTAIN VILLAGE (MOU) (PAMO)

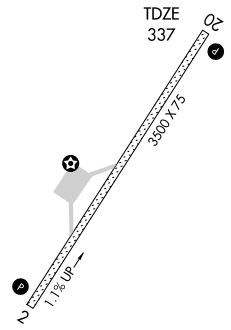
DME/DME RNP-0.3 NA. If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet. VDP NA with St. Mary's altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct AGEPE and hold.

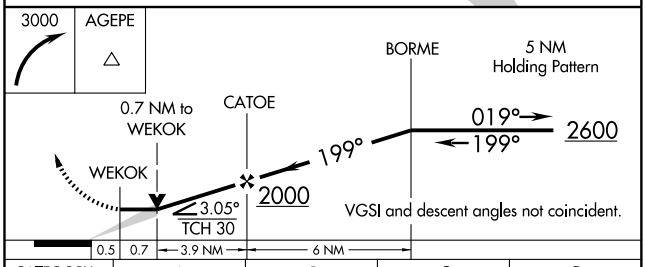
| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.35 | 124.0 | 122.9 L |




ELEV 337




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



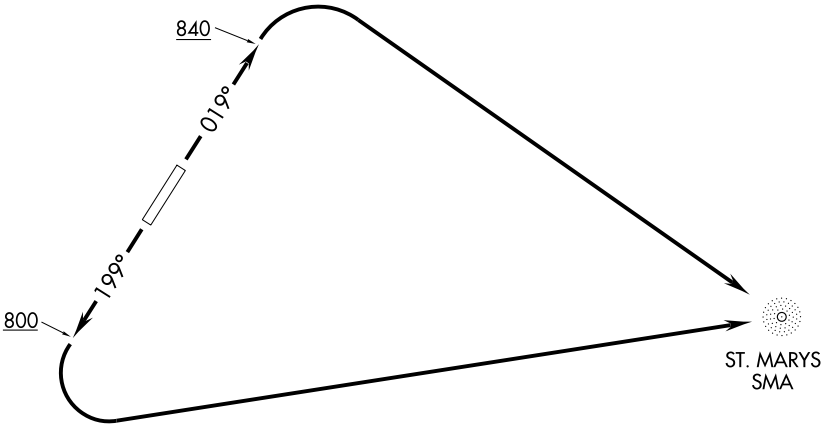

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 403 (500-1) | | NA | |
| CIRCLING | 740-1 403 (500-1) | 800-1 463 (500-1) | NA | |

AK. 08 APR 2010 to 03 JUN 2010

# ST. MARYS ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
124.0
ASOS
118.35




TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Vehicle on road abeam DER, 250′ left of centerline, 15′ AGL/364′ MSL.
Rwy 20: Bushes beginning 100′ from DER, 35′ right of centerline, up to 15′ AGL/314′ MSL.
Bushes beginning 140′ from DER, 124′ left of centerline, up to 15′ AGL/314′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 019° to 840, then climbing right turn direct SMA NDB, Thence....
TAKE-OFF RUNWAY 20: Climb heading 199° to 800, then climbing left turn direct SMA NDB, Thence....

....Maintain 3000 or ATC assigned altitude.

AK, 08 APR 2010 to 03 JUN 2010

| WAAS CH 69409 W16A | APP CRS 162° | Rwy Idg 3248 TDZE 17 Apt Elev 17 |
|---|---|---|

# RNAV (GPS) RWY 16

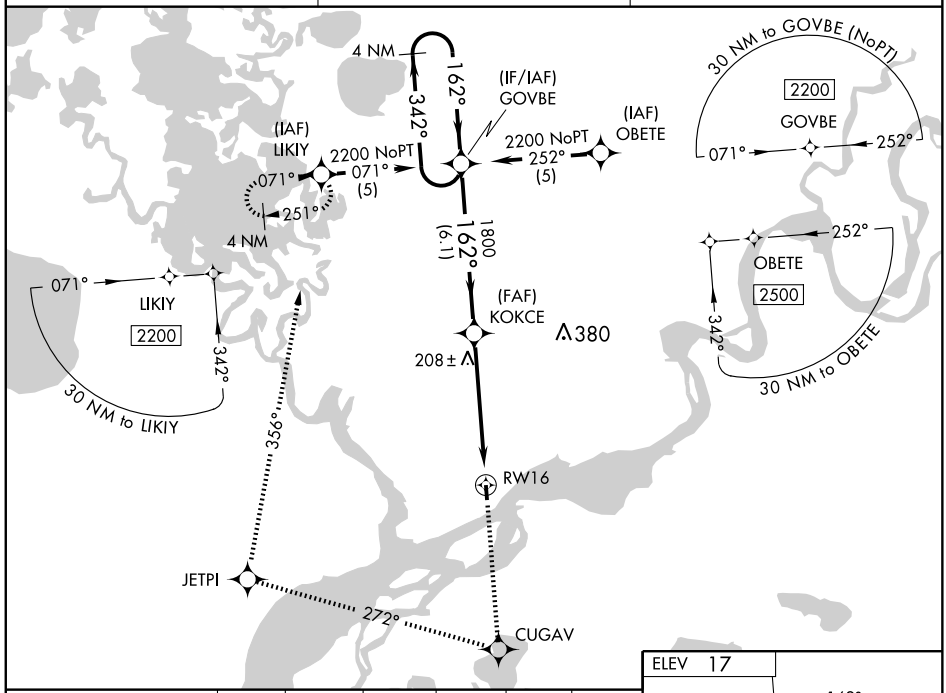
## NAPAKIAK (WNA) (PANA)

T A NA W

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

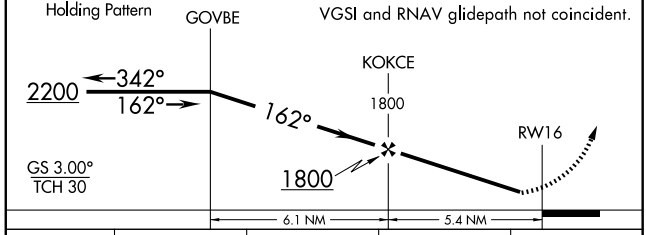
MISSED APPROACH: Climb to 2200 direct CUGAV and right turn via 272° track to JETPI and via 356° track to LIKIY and hold.

| BETHEL ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.80 | 125.2 372.0 | 122.9 L |

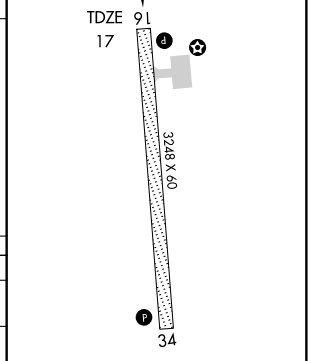



| 2200 | CUGAV | 272° TRK | JETPI | 356° TRK | LIKIY |
|---|---|---|---|---|---|

4 NM Holding Pattern




VGSI and RNAV glidepath not coincident.




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 298-1 281 (300-1) | | | |
| LNAV MDA | 500-1 483 (500-1) | | 500-1¼ 483 (500-1¼) | 500-1½ 483 (500-1½) |
| CIRCLING | 500-1 483 (500-1) | | 500-1½ 483 (500-1½) | 580-2 563 (600-2) |

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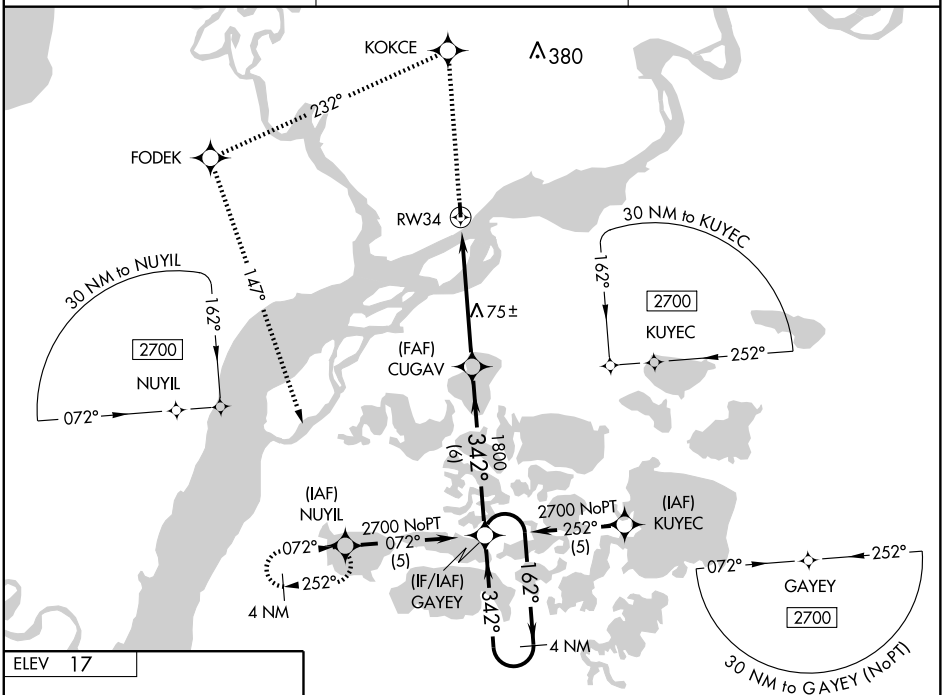
| WAAS CH 40209 W34A | APP CRS 342° | Rwy Idg 3248 | TDZE 17 | Apt Elev 17 |
|---|---|---|---|---|

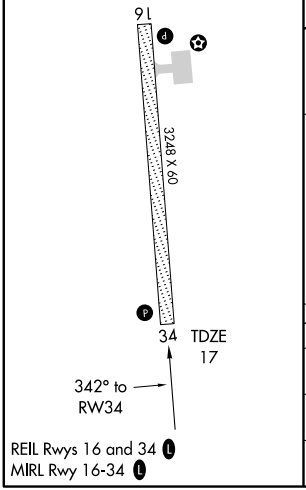
# RNAV (GPS) RWY 34
## NAPAKIAK (WNA) (PANA)

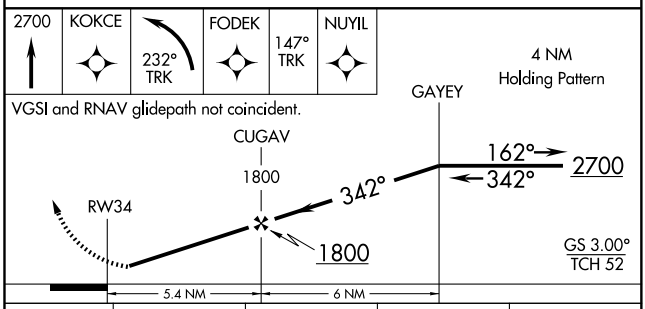
VNA W — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2700 direct KOKCE and left turn via 232° track to FODEK and via 147° track to NUYIL and hold.

| BETHEL ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.80 | 125.2 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 298-1 281 (300-1) | | | |
| LNAV MDA | 360-1 343 (400-1) | | | 360-1¼ 343 (400-1¼) |
| CIRCLING | 500-1 483 (500-1) | | 500-1½ 483 (500-1½) | 580-2 563 (600-2) |

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| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 016° | TDZE | 15 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 2

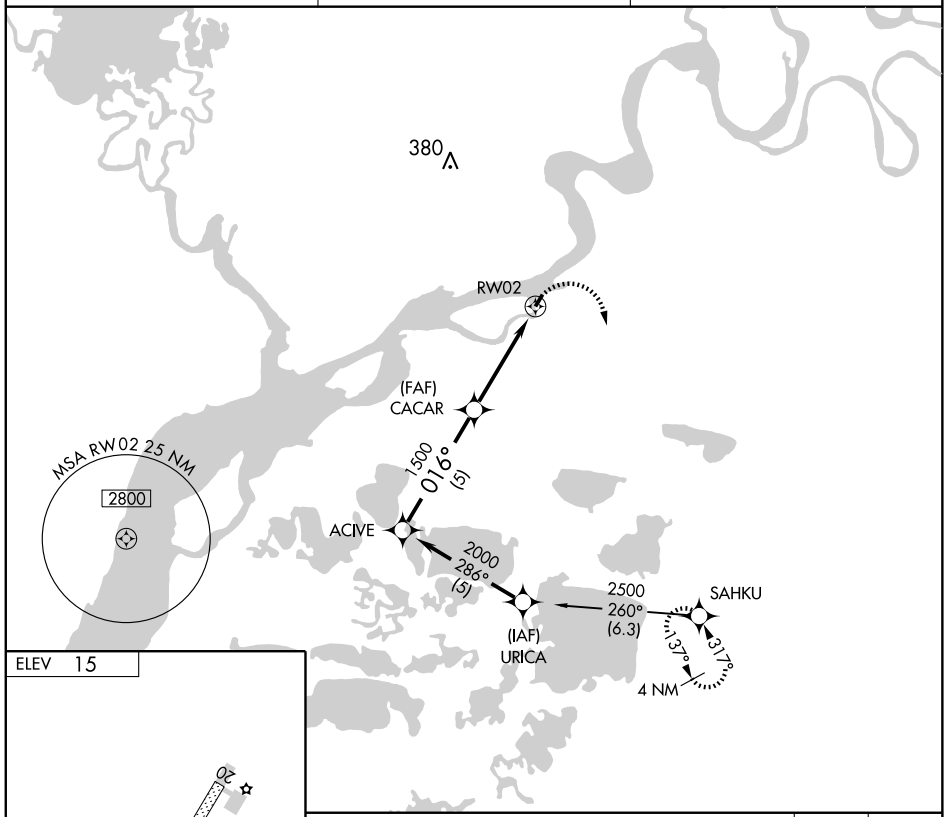
## NAPASKIAK (PKA) (PAPK)

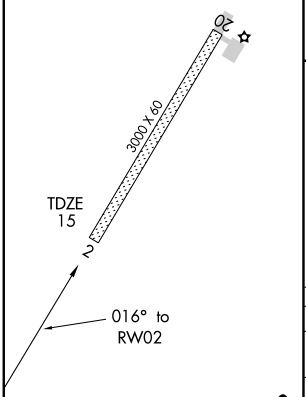
NA

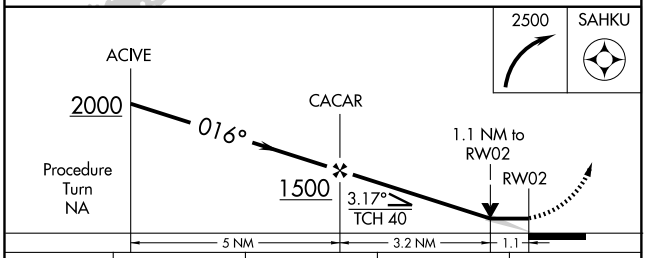
Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.

| BETHEL ATIS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.8 | 125.2 372.0 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 405 (500-1) | | NA | |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | NA | |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 196° | TDZE | 15 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 20

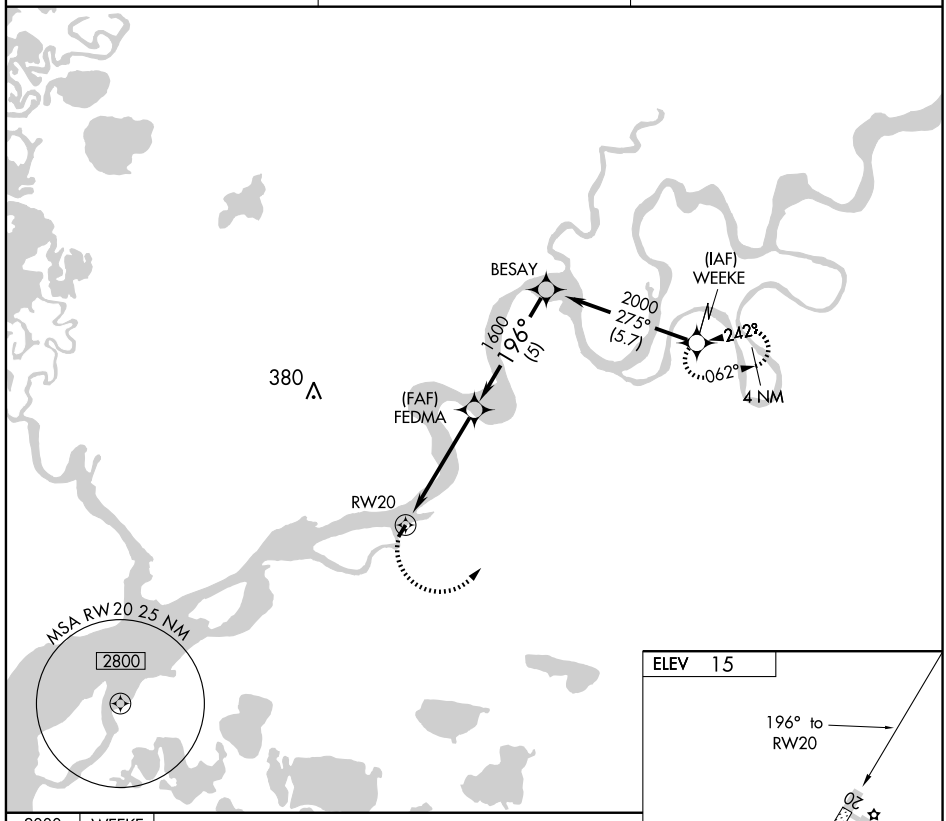
NAPASKIAK (PKA) (PAPK)

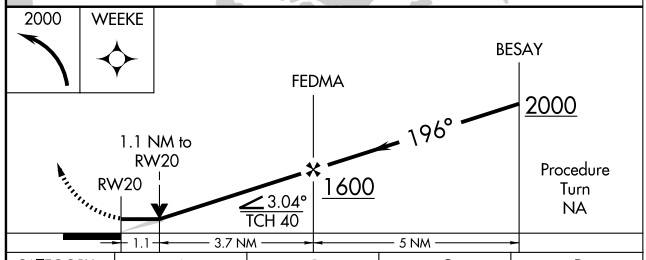
NA

Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

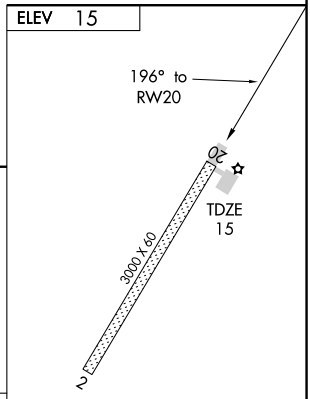
MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.

| BETHEL ATIS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.8 | 125.2 372.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 405 (500-1) | | NA | |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | NA | |



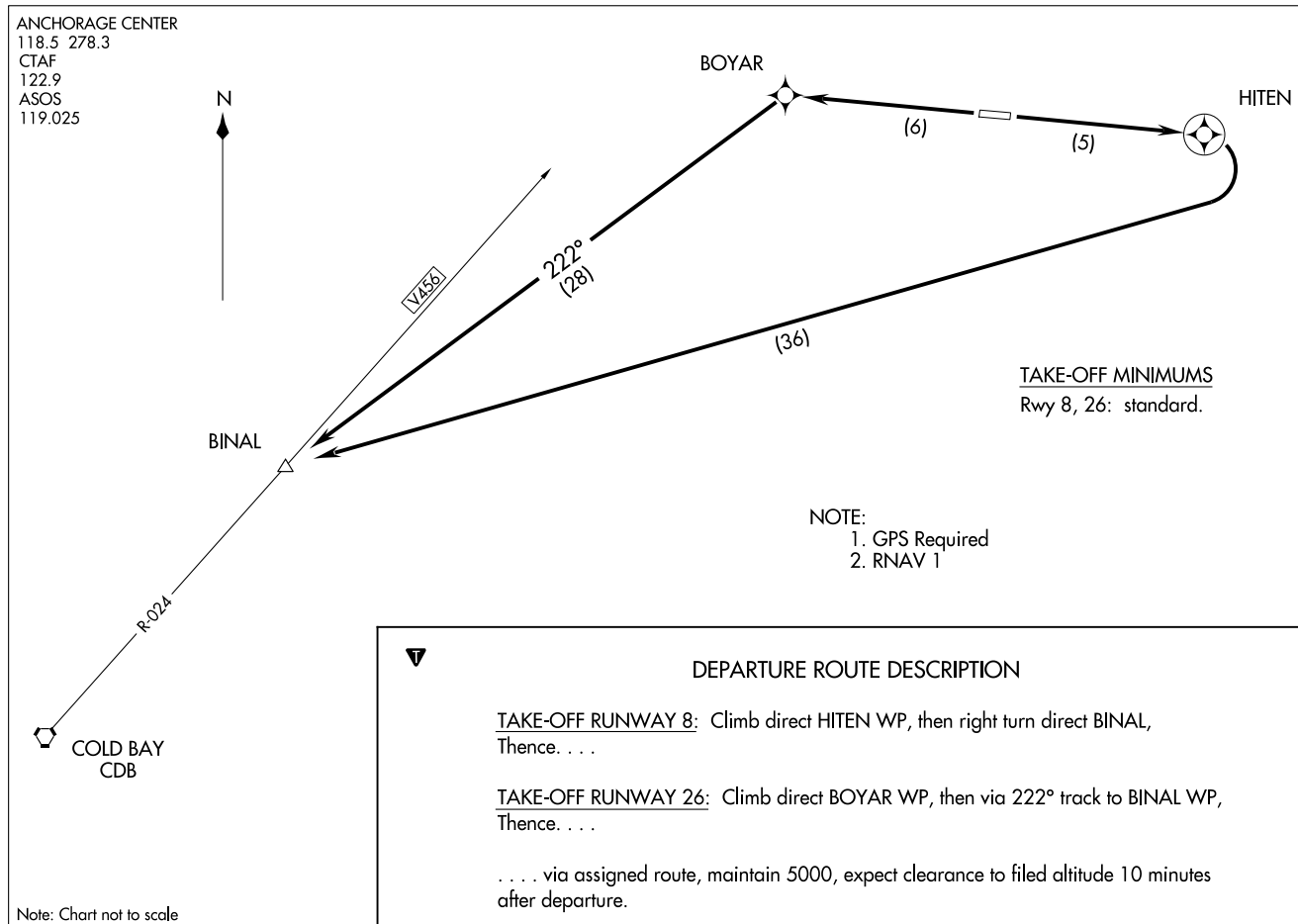

MIRL Rwy 02-20 L

AK, 08 APR 2010 to 03 JUN 2010

# BINAL ONE DEPARTURE (RNAV) (OBSTACLE)








Note: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb direct HITEN WP, then right turn direct BINAL, Thence. . . .

TAKE-OFF RUNWAY 26: Climb direct BOYAR WP, then via 222° track to BINAL WP, Thence. . . .

. . . . via assigned route, maintain 5000, expect clearance to filed altitude 10 minutes after departure.

NELSON LAGOON, ALASKA

AL-9293 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 081° | TDZE | 14 |
| | Apt Elev | 14 |

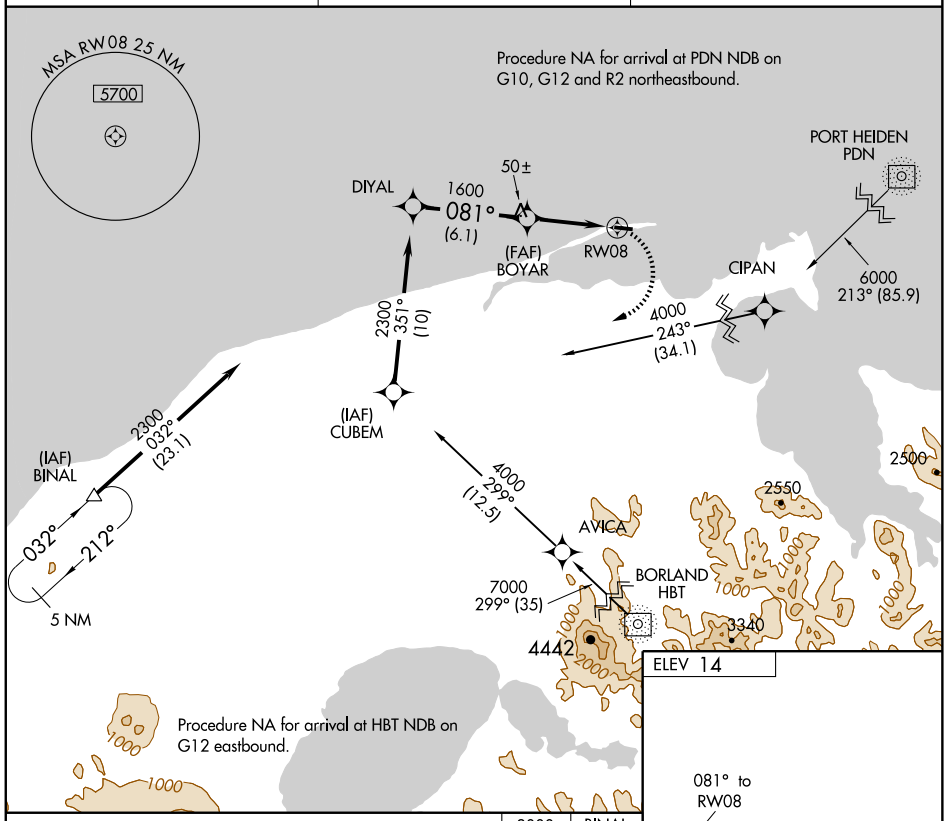
# RNAV (GPS) RWY 8

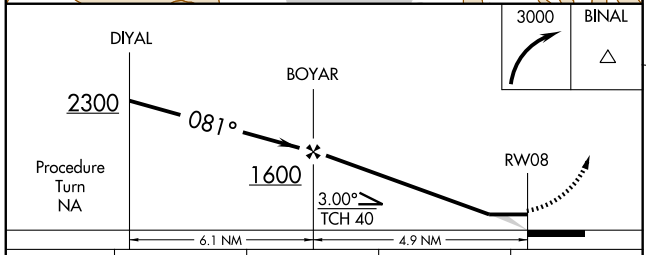
## NELSON LAGOON (OUL) (PAOU)

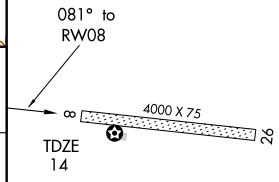
If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct BINAL WP and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.025 | 118.5 278.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1¼<br>1026 (1100-1¼) | 1040-1½<br>1026 (1100-1½) | NA | |
| CIRCLING | 1080-1¼<br>1066 (1100-1¼) | 1080-1½<br>1066 (1100-1½) | NA | |

MIRL Rwy 8-26 L

AK. 08 APR 2010 to 03 JUN 2010

NELSON LAGOON, ALASKA

AL-9293 (FAA)

# RNAV (GPS) RWY 26

## NELSON LAGOON (OUL) (PAOU)

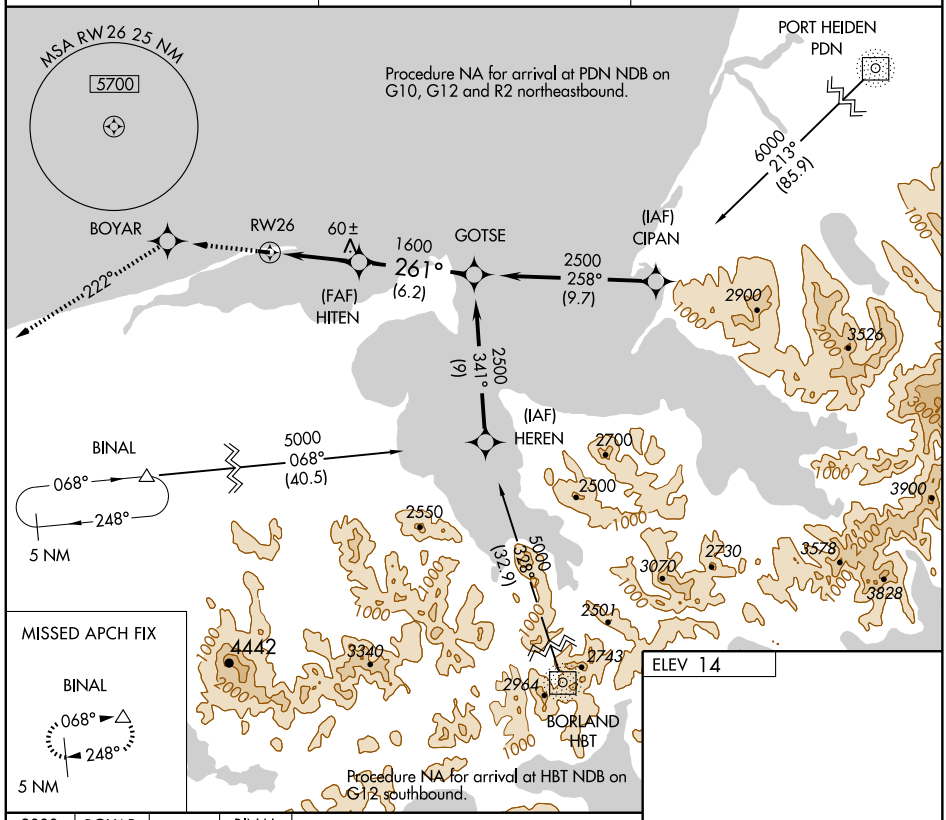
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 261° | TDZE | 10 |
| | Apt Elev | 14 |

T
NA

If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME or RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BOYAR WP and via 222° track to BINAL WP and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.025 | 118.5 278.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1¼<br>1030 (1100-1¼) | 1040-1½<br>1030 (1100-1½) | NA | |
| CIRCLING | 1080-1¼<br>1066 (1100-1¼) | 1080-1½<br>1066 (1100-1½) | NA | |

MIRL Rwy 8-26 L

AK. 08 APR 2010 to 03 JUN 2010

| NDB ICW | APP CRS | Rwy Idg | 4600 |
|---|---|---|---|
| 525 | 048° | TDZE | 368 |
| | | Apt Elev | 368 |

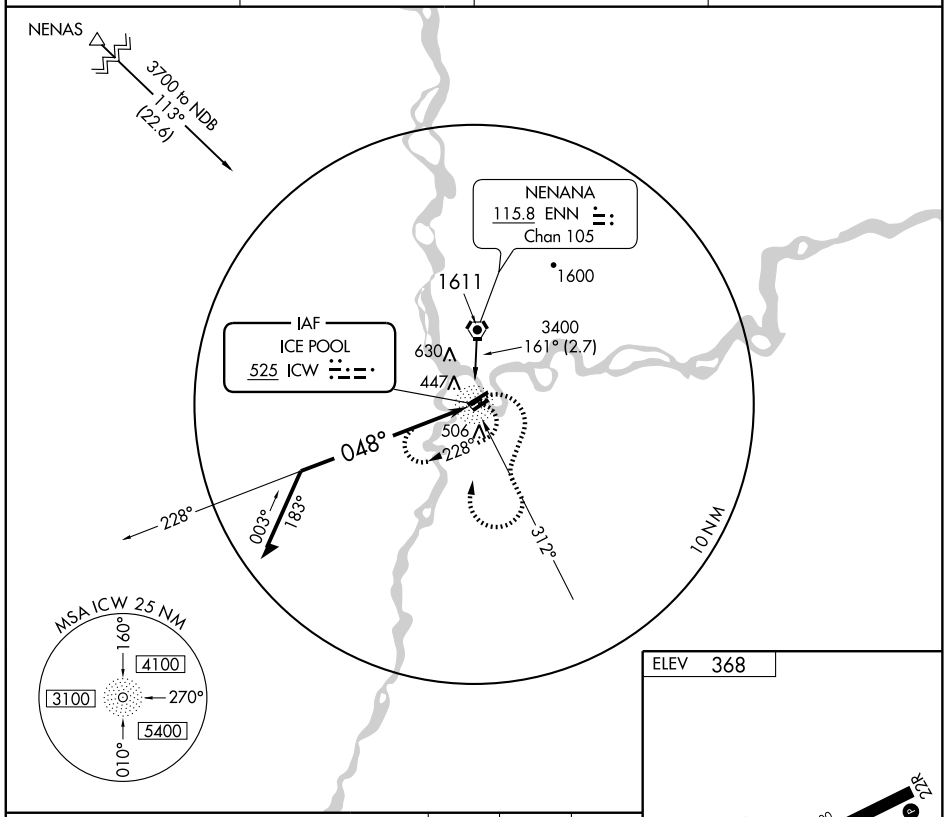
# NDB RWY 4L

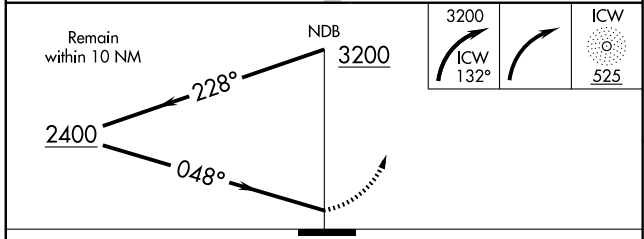
NENANA MUNI (ENN) (PANN)

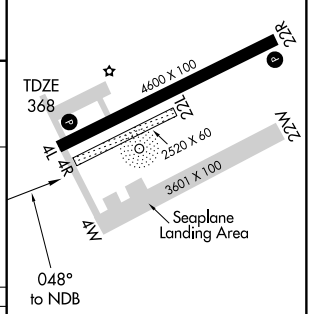
Circling NA northwest of Rwy 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDA 100 feet and all Cat. C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 via ICW NDB 132° bearing, then right turn direct ICW NDB and hold.

| ASOS | FAIRBANKS APP CON | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.2 | 125.35 363.2 (180°-359°) | 122.5 | 122.1 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 1000-1 | 632 (700-1) | 1000-1¾ 632 (700-1¾) | 1000-2 632 (700-2) |
| CIRCLING | 1000-1 | 632 (700-1) | 1000-1¾ 632 (700-1¾) | 1000-2 632 (700-2) |

MIRL Rwy 4L-22R (L)
REIL Rwys 4L and 22R (L)
MIRL Rwy 4R-22L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 038° | TDZE | 368 |
| | Apt Elev | 368 |

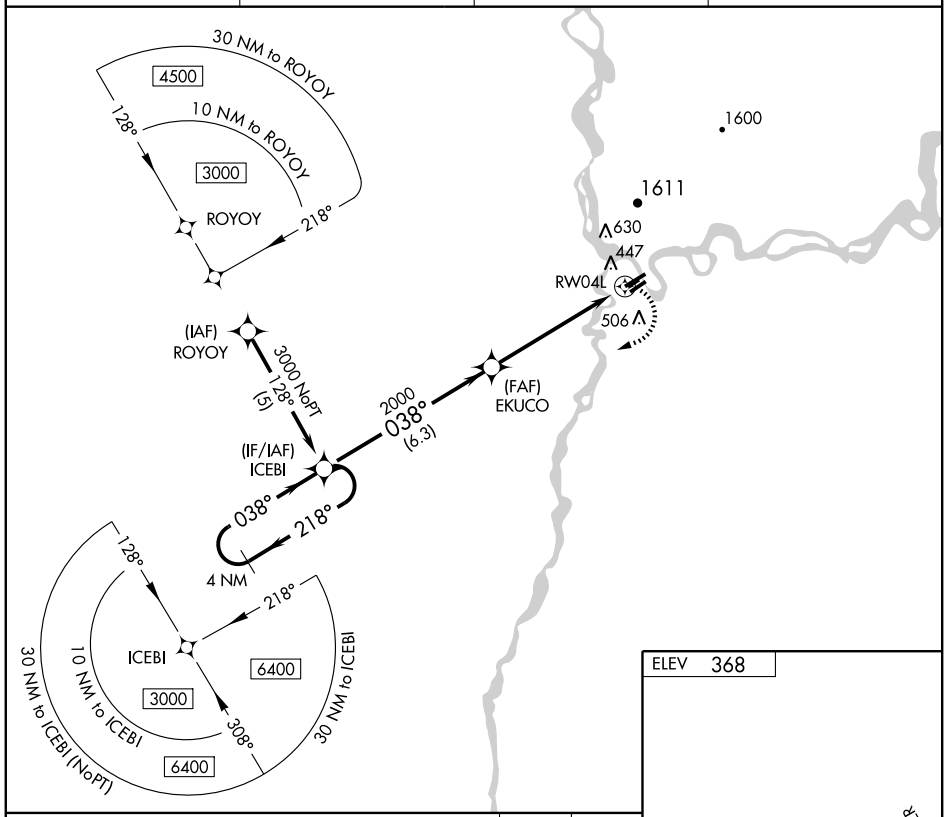
# RNAV (GPS) RWY 4L

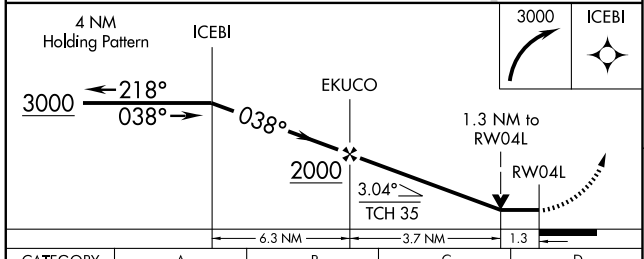
NENANA MUNI (ENN) (PANN)

Circling NA west of Rwy 4L-22R. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fairbanks Intl altimeter setting: increase all MDA 100 feet and LNAV visibility Cat. C/D ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.

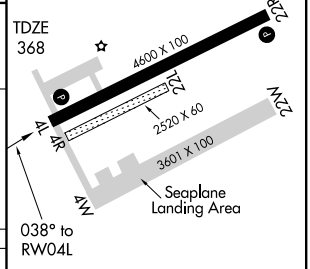
| ASOS | FAIRBANKS APP CON | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 125.2 | 125.35 363.2 (180°-359°) | 122.5 | 122.1 (L) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 | 432 (500-1) | 800-1¼ 432 (500-1¼) | 800-1½ 432 (500-1½) |
| CIRCLING | 860-1 | 492 (500-1) | 860-1½ 492 (500-1½) | 920-2 552 (600-2) |

MIRL Rwy 4L-22R (L)
REIL Rwys 4L and 22R (L)
MIRL Rwy 4R-22L

AK. 08 APR 2010 to 03 JUN 2010

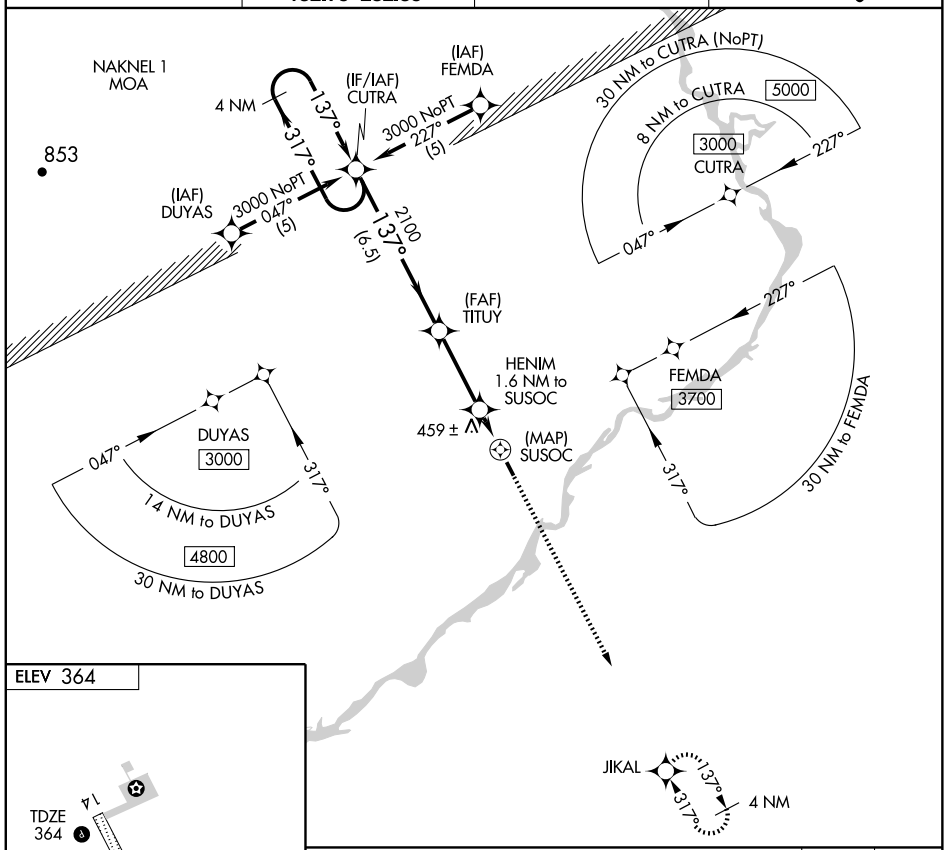
| APP CRS | Rwy Idg | 3281 |
|---|---|---|
| 137° | TDZE | 364 |
| | Apt Elev | 364 |

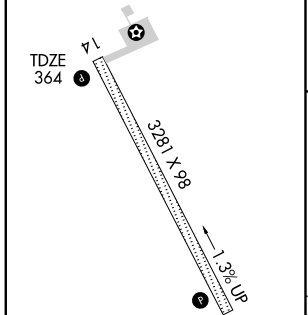
# RNAV (GPS) RWY 14
## NEW STUYAHOK (KNW) (PANW)

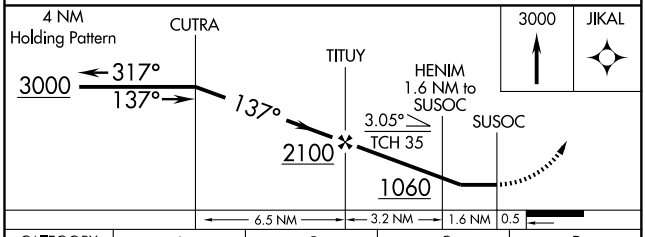
When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JIKAL and hold.

| AWOS-3 | ANCHORAGE CENTER | DILLINGHAM RADIO | CTAF |
|---|---|---|---|
| 120.275 | 132.75 282.35 | 122.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 416 (500-1) | NA | |
| CIRCLING | 780-1<br>416 (500-1) | 820-1<br>456 (500-1) | NA | |

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NEW STUYAHOK, ALASKA AL-10173 (FAA)

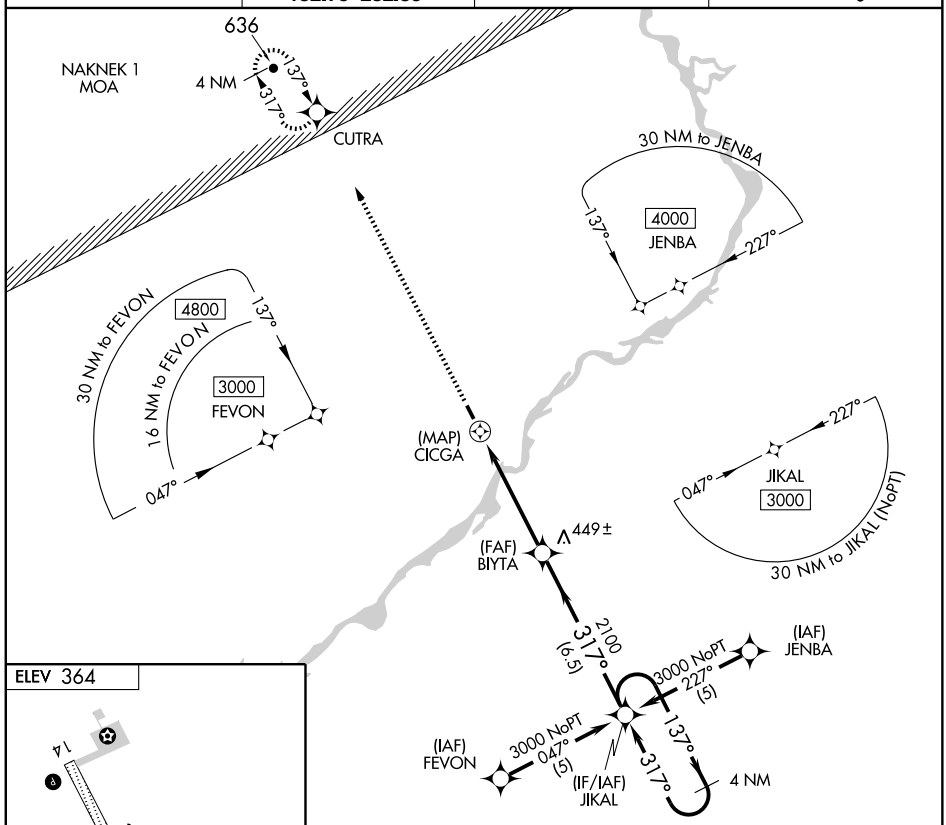
| APP CRS | Rwy Idg | 3281 |
|---|---|---|
| 317° | TDZE | 354 |
| | Apt Elev | 364 |

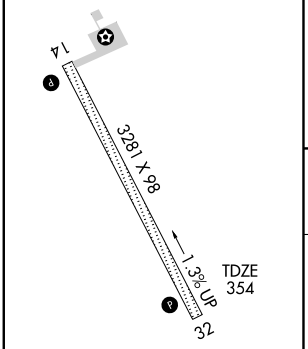
# RNAV (GPS) RWY 32
## NEW STUYAHOK (KNW) (PANW)

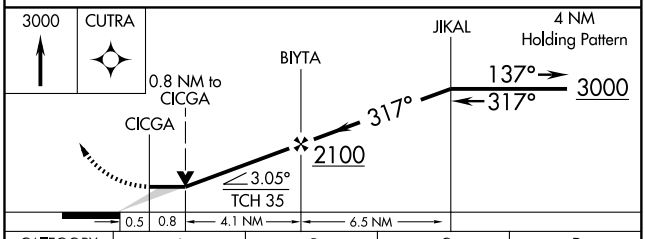
When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

| AWOS-3 | ANCHORAGE CENTER | DILLINGHAM RADIO | CTAF |
|---|---|---|---|
| 120.275 | 132.75 282.35 | 122.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 406 (400-1) | | NA | |
| CIRCLING | 780-1 416 (500-1) | 820-1 456 (500-1) | NA | |

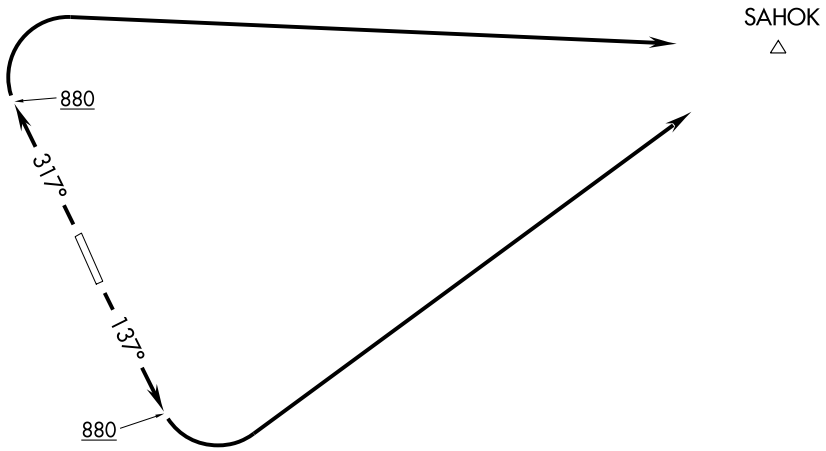
MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

AK. 08 APR 2010 to 03 JUN 2010

# SAHOK ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
132.75 282.35
DILLINGHAM RADIO
122.55




TAKE-OFF MINIMUMS
Rwys 14, 32: Standard.

TAKE-OFF OBSTACLES NOTES
Rwy 14: Tree 700′ from DER, 647′ right of centerline, 60′ AGL / 409′ MSL.
Multiple trees beginning 549′ from DER, 499′ left of centerline, up to 60′ AGL/434′ MSL.
Rwy 32: Tree 743′ from DER, 104′ right of centerline, 60′ AGL / 445′ MSL.

NOTES: GPS Required.
RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 137° to 880, then left turn direct SAHOK, thence . . .

TAKE-OFF RWY 32: Climb heading 317° to 880, then right turn direct SAHOK, thence . . .

. . . maintain 5000 or ATC assigned altitude.

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 044° | TDZE | 441 |
| | Apt Elev | 441 |

# RNAV (GPS) RWY 4

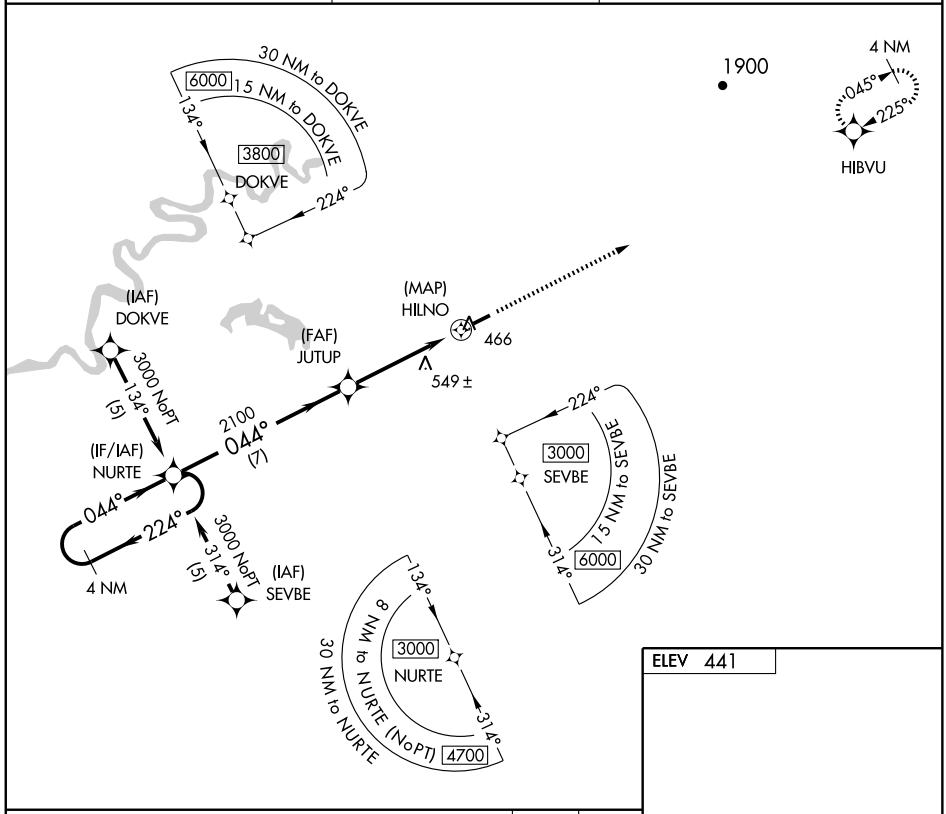
NIKOLAI (FSP)(PAFS)

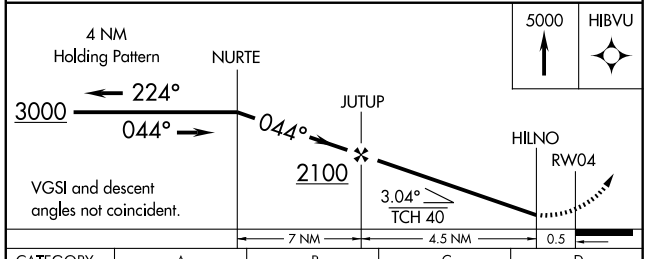
NA

DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not recieved procedure NA.
When VGSI inoperative, procedure NA at night.

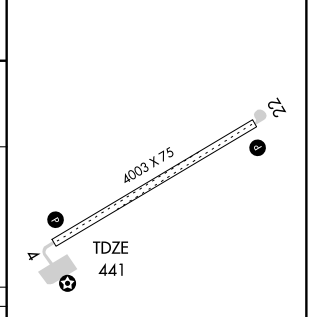
MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

| MCGRATH ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 128.1 353.8 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 519 (600-1) | 960-1½ 519 (600-1½) | 960-1¾ 519 (600-1¾) |
| CIRCLING | 1000-1 | 559 (600-1) | 1000-1½ 559 (600-1½) | 1000-2 559 (600-2) |




MIRL Rwy 4-22 (L)
REIL Rwys 4 and 22 (L)

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| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 225° | TDZE | 441 |
| | Apt Elev | 441 |

# RNAV (GPS) RWY 22

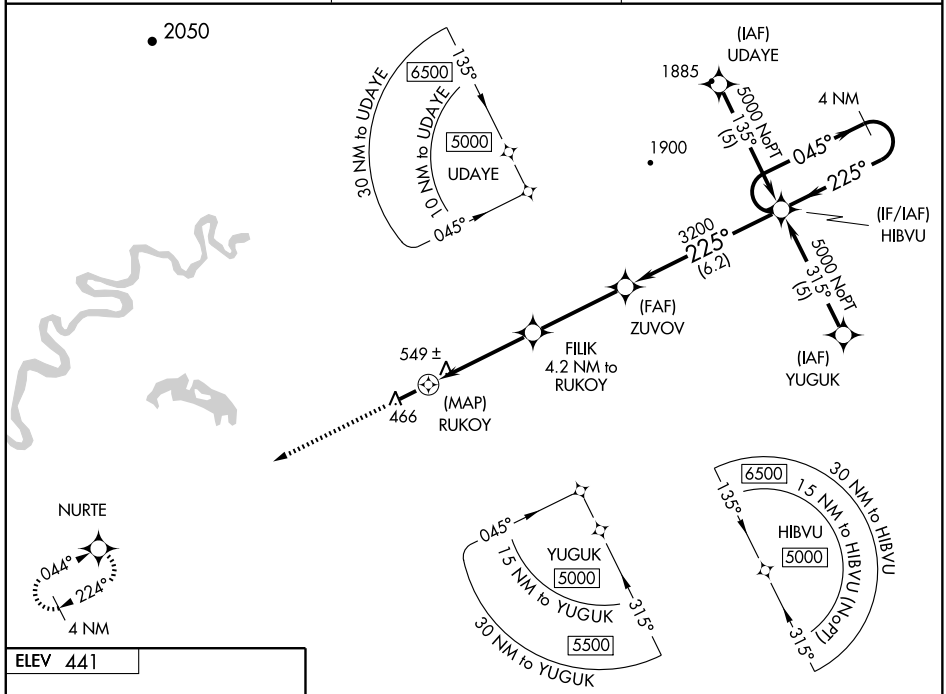
NIKOLAI (FSP) (PAFS)

DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not received procedure NA.
When VGSI inoperative, procedure NA at night.

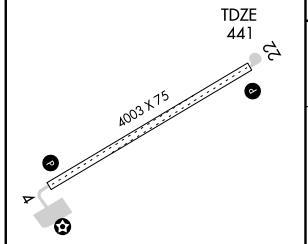
NA

MISSED APPROACH: Climb to 3000 direct NURTE and hold.

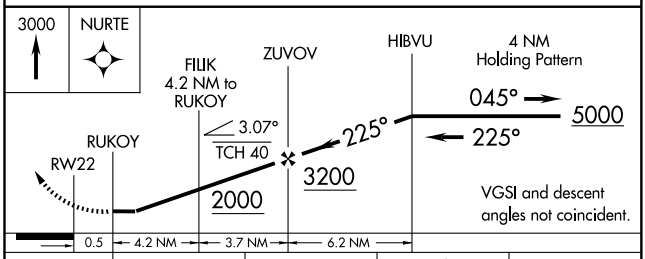
| MCGRATH ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 128.1 353.8 | 122.8 L |




ELEV 441




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 519 (600-1) | | 960-1½ 519 (600-1½) | 960-1¾ 519 (600-1¾) |
| CIRCLING | 1000-1 559 (600-1) | | 1000-1½ 559 (600-1½) | 1000-2 559 (600-2) |

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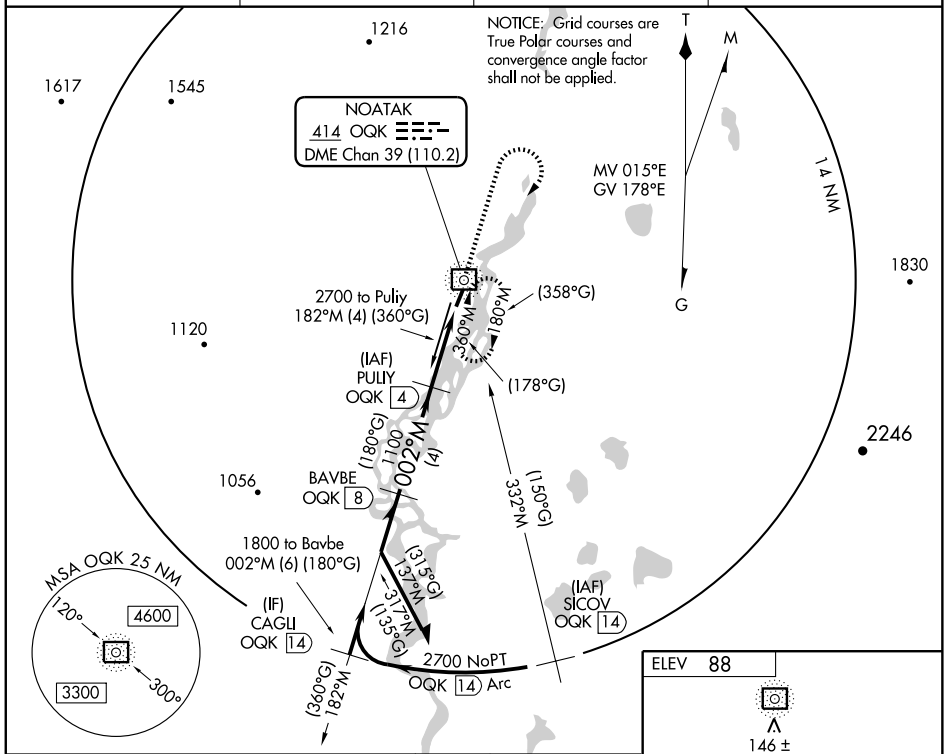
| NDB/DME OQK | APP CRS | Rwy Idg 4000 |
|---|---|---|
| 414 | 002°M | TDZE 85 |
| Chan 39 (110.2) | (180°G) | Apt Elev 88 |

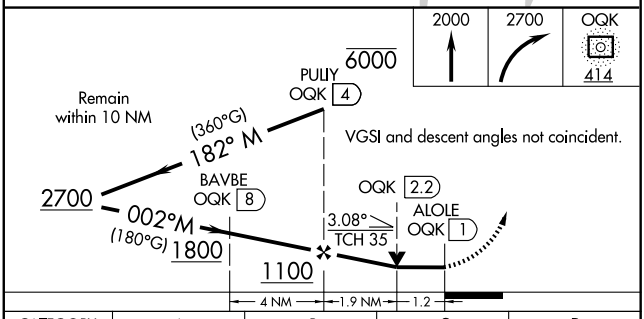
# NDB/DME RWY 1
## NOATAK (WTK)(PAWN)

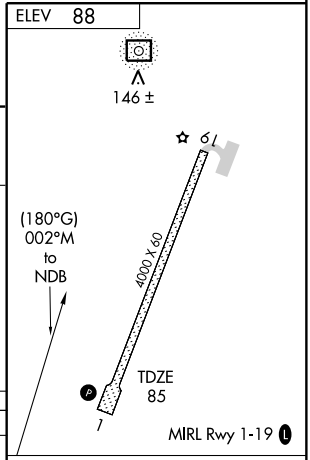
▼ If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct OQK NDB/DME and hold, continue climb-in-hold to 2700.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | UNICOM |
|---|---|---|---|
| 135.750 | 119.2 263.0 | 122.40 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 480-1 395 (400-1) | | | 480-1¼ 395 (400-1¼) |
| CIRCLING | 500-1 412 (500-1) | 540-1 452 (500-1) | 540-1½ 452 (500-1½) | 640-2 552 (600-2) |

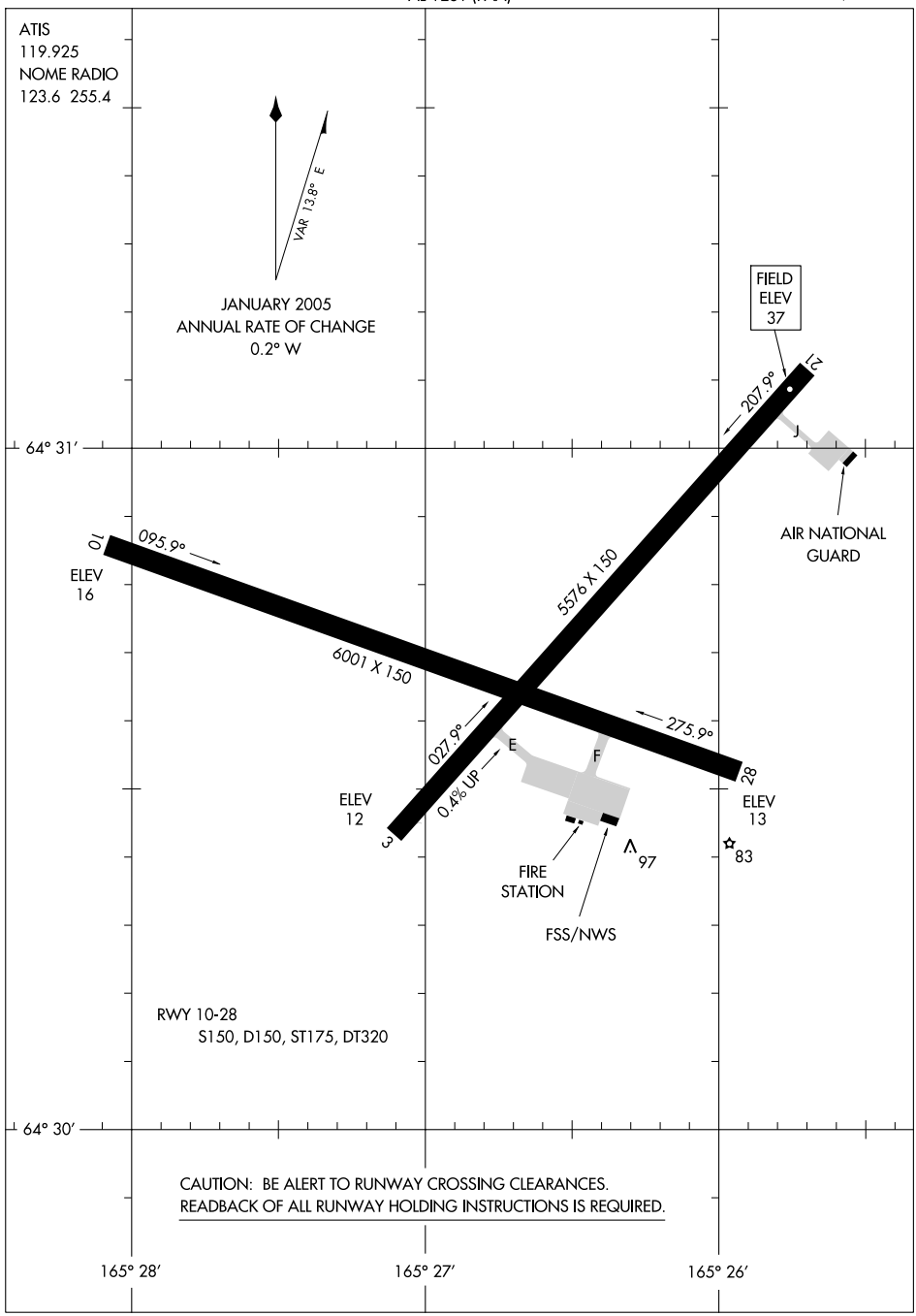
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

# AIRPORT DIAGRAM

AL-1231 (FAA)

NOME (OME)(PAOM)
NOME, ALASKA




AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-OME | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 108.7 | 276° | TDZE | 21 |
| Chan 24 | | Apt Elev | 37 |

# ILS or LOC/DME Y RWY 28

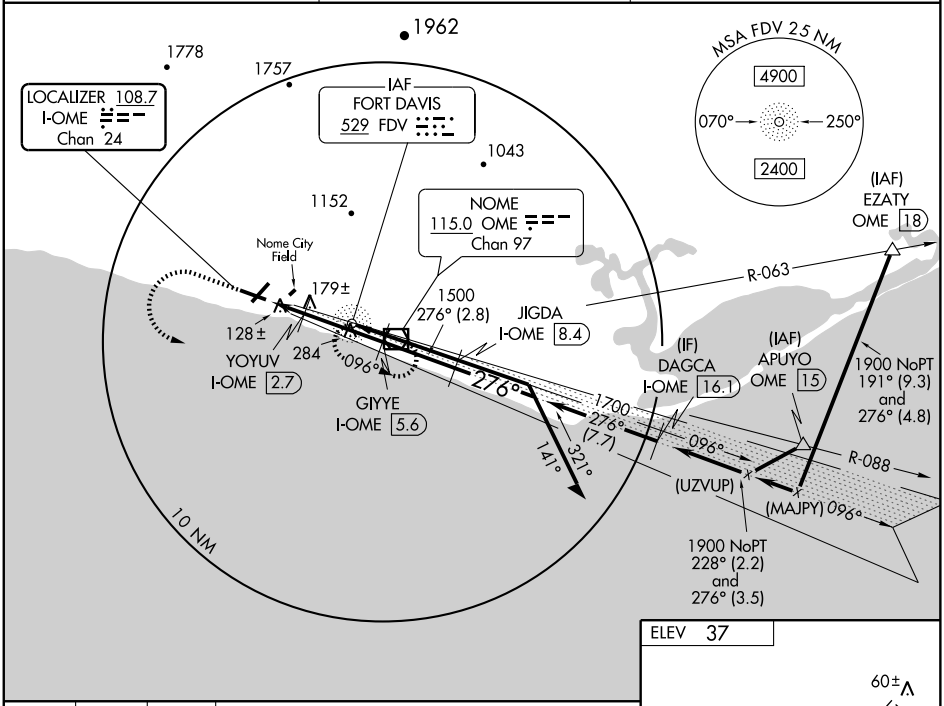
NOME (OME) (PAOM)

For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS Rwy 28. Visibility reduction by helicopters NA. ADF required.

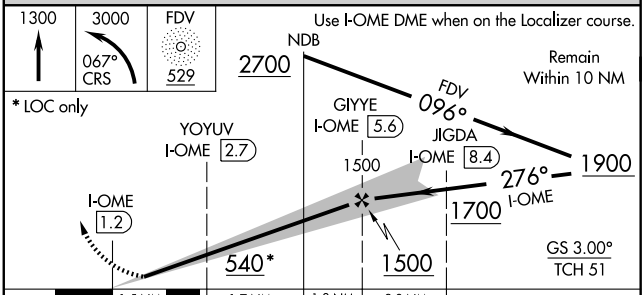
MALSR

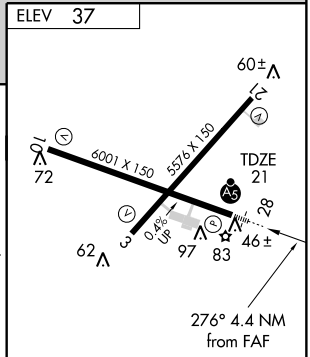
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via 067° course to FDV NDB and hold, continue climb-in-hold to 3000.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |




AK, 08 APR 2010 to 03 JUN 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 271/40 250 (300-¾) | | | |
| S-LOC 28 | 480/40 459 (500-¾) | | | 480/50 459 (500-1) |
| CIRCLING | 540-1 503 (600-1) | 580-1 543 (600-1) | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

| LOC/DME I-OME | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 108.7 | 276° | TDZE | 21 |
| Chan 24 | | Apt Elev | 37 |

# ILS or LOC/DME Z RWY 28

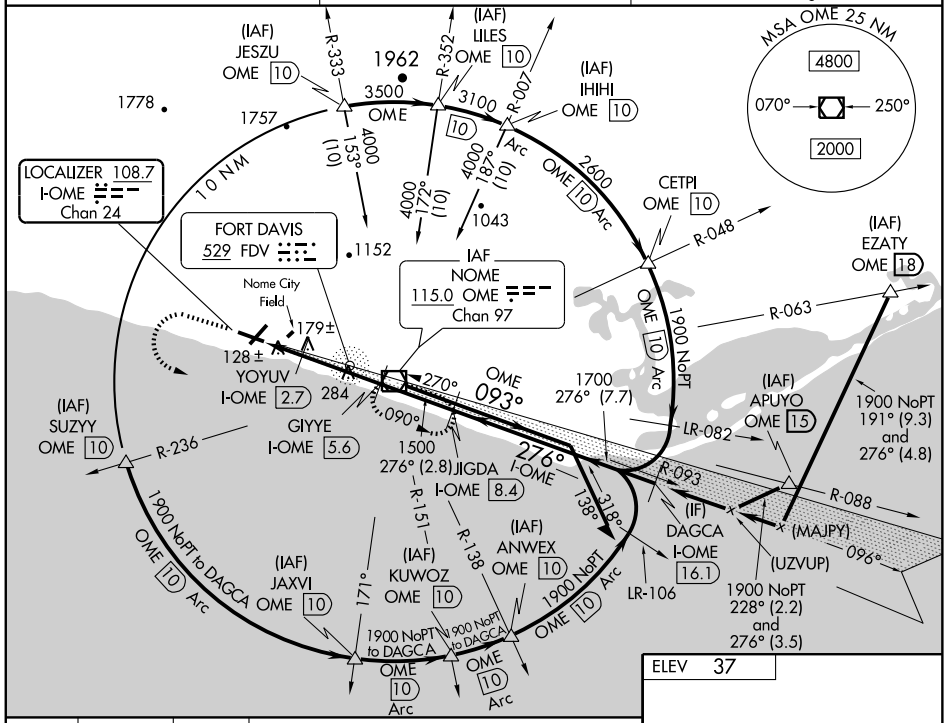
NOME (OME) (PAOM)

T NA Inoperative table does not apply to S-ILS Rwy 28. For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

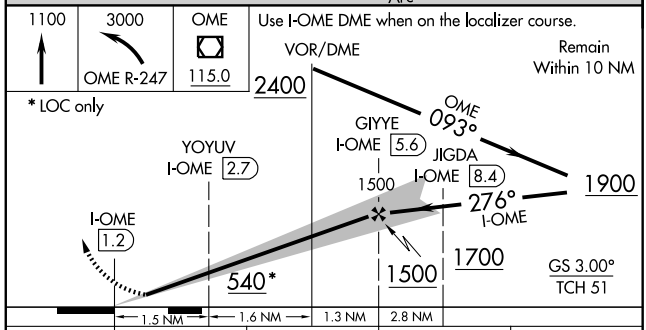
MALSR

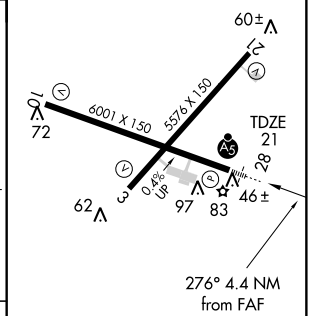
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via OME VOR/DME R-247 to OME VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |




AK. 08 APR 2010 to 03 JUN 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 271/40 250 (300-¾) | | | |
| S-LOC 28 | 480/40 459 (500-¾) | | | 480/50 459 (500-1) |
| CIRCLING | 540-1 503 (600-1) | 580-1 543 (600-1) | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

| LOC/DME I-OME | APP CRS | Rwy Idg 6001 |
|---|---|---|
| 108.7 | 096° | TDZE 16 |
| Chan 24 | | Apt Elev 37 |

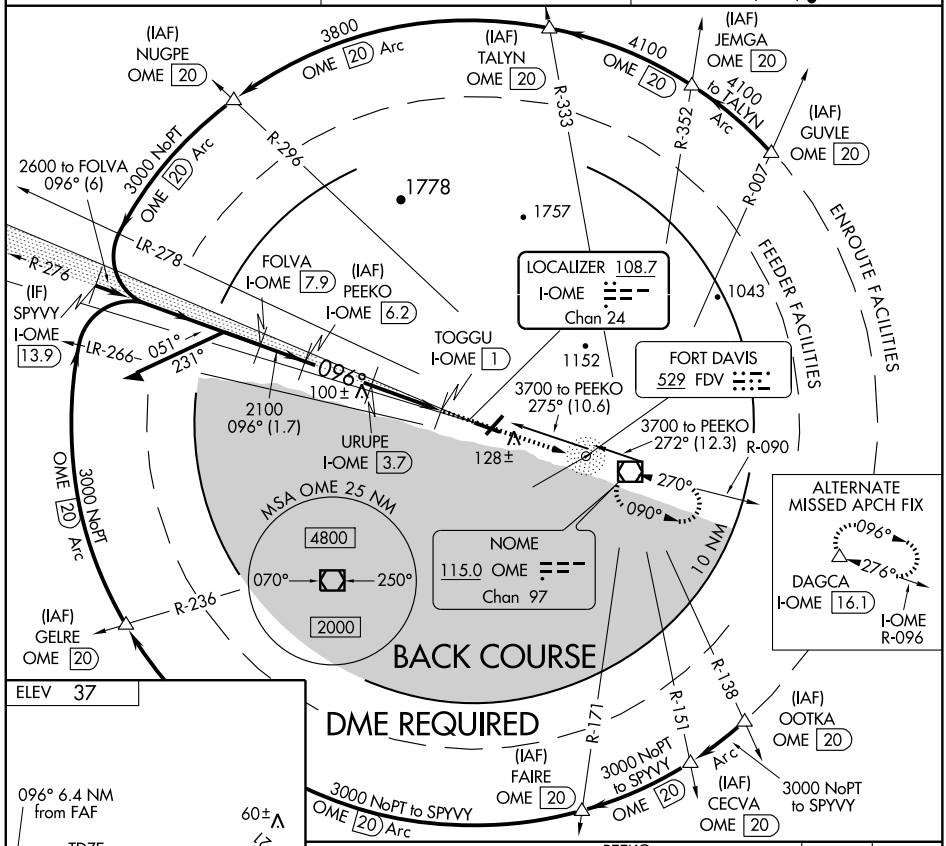
# LOC/DME BC RWY 10

NOME(OME)(PAOM)

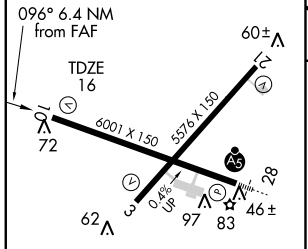
LOC BC unusable inside TOGGU/I-OME 1 DME.
NA Visibility reduction by helicopters NA.

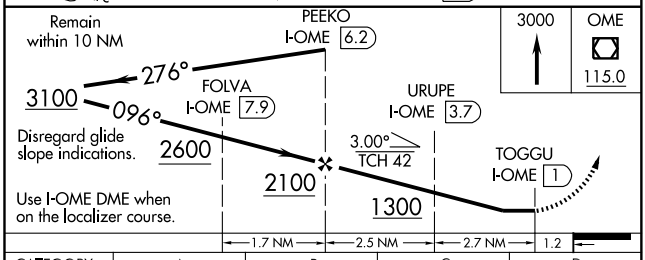
MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) L 255.4 |




ELEV 37




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 360-1½ 344 (400-1½) | | | |
| CIRCLING | 540-1½ 503 (600-1½) | 580-1½ 543 (600-1½) | | 800-2½ 763 (800-2½) |

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

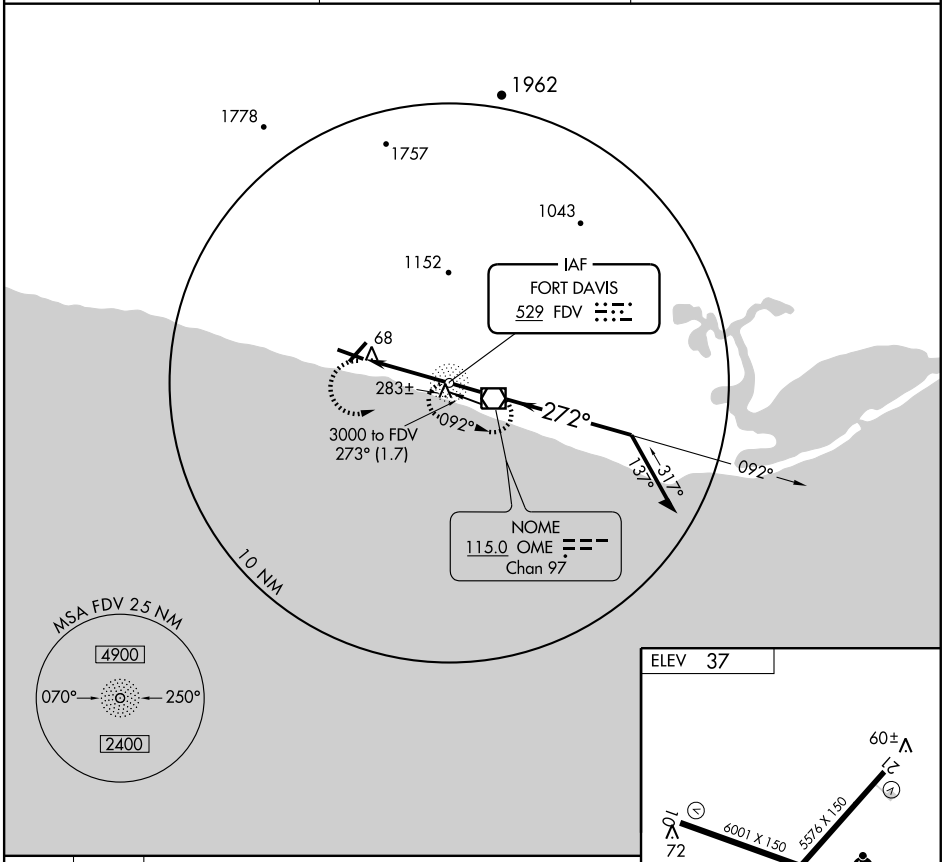
AK. 08 APR 2010 to 03 JUN 2010

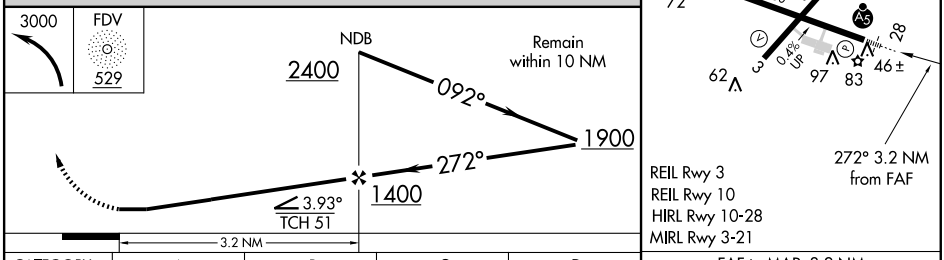
| NDB FDV 529 | APP CRS 272° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 37 |
|---|---|---|

# NDB-A
## NOME (OME)(PAOM)

MISSED APPROACH: Climbing left turn to 3000 direct FDV NDB and hold.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 520-1 | 483 (500-1) | 580-1½<br>543 (600-1½) | 800-2½<br>763 (800-2½) |

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

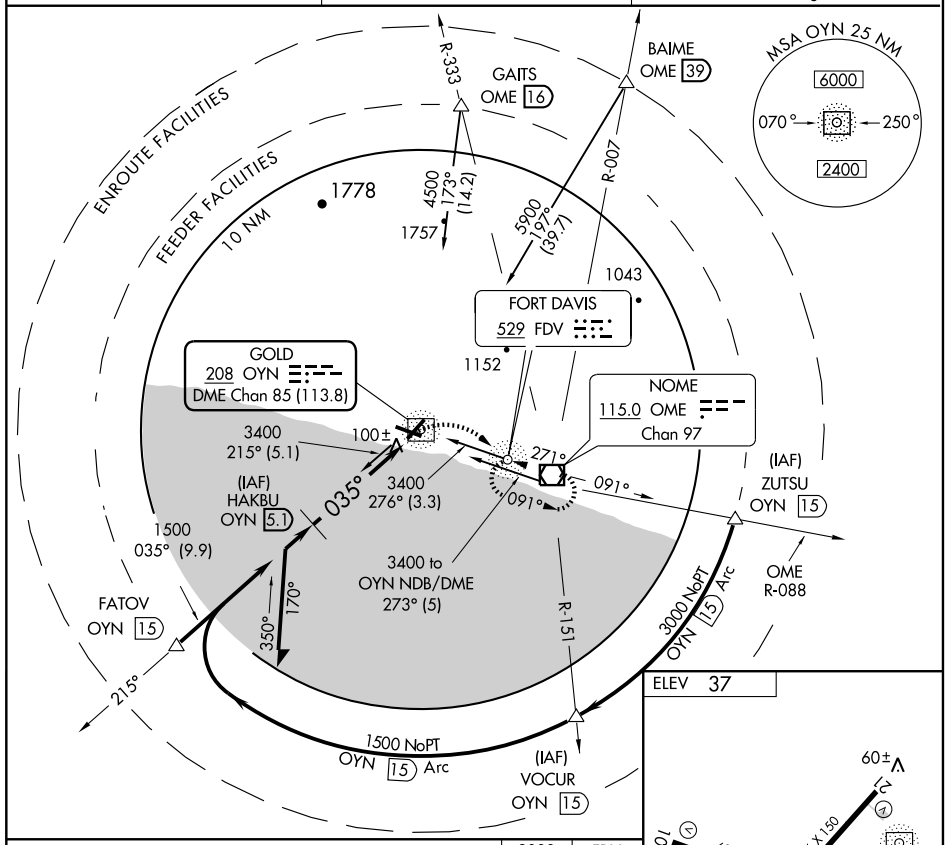
AK. 08 APR 2010 to 03 JUN 2010

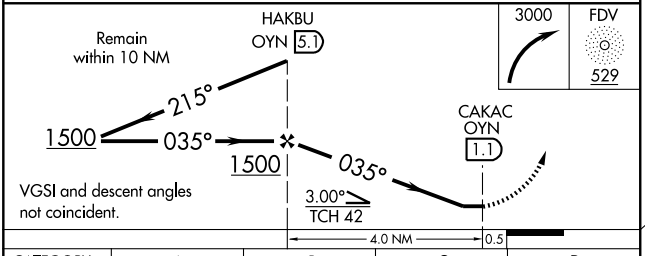
| NDB/DME OYN 208 Chan 85 (113.8) | APP CRS 035° | Rwy Idg 5576 TDZE 24 Apt Elev 37 |
|---|---|---|

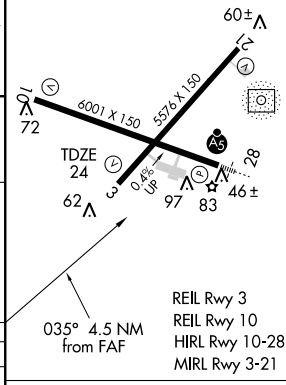
# NDB/DME RWY 3
## NOME (OME)(PAOM)

MISSED APPROACH: Climbing right turn to 3000 direct FDV NDB and hold.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 460-1 | 436 (500-1) | 460-1¼ 436 (500-1¼) | 460-1½ 436 (500-1½) |
| CIRCLING | 520-1 | 483 (500-1) | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

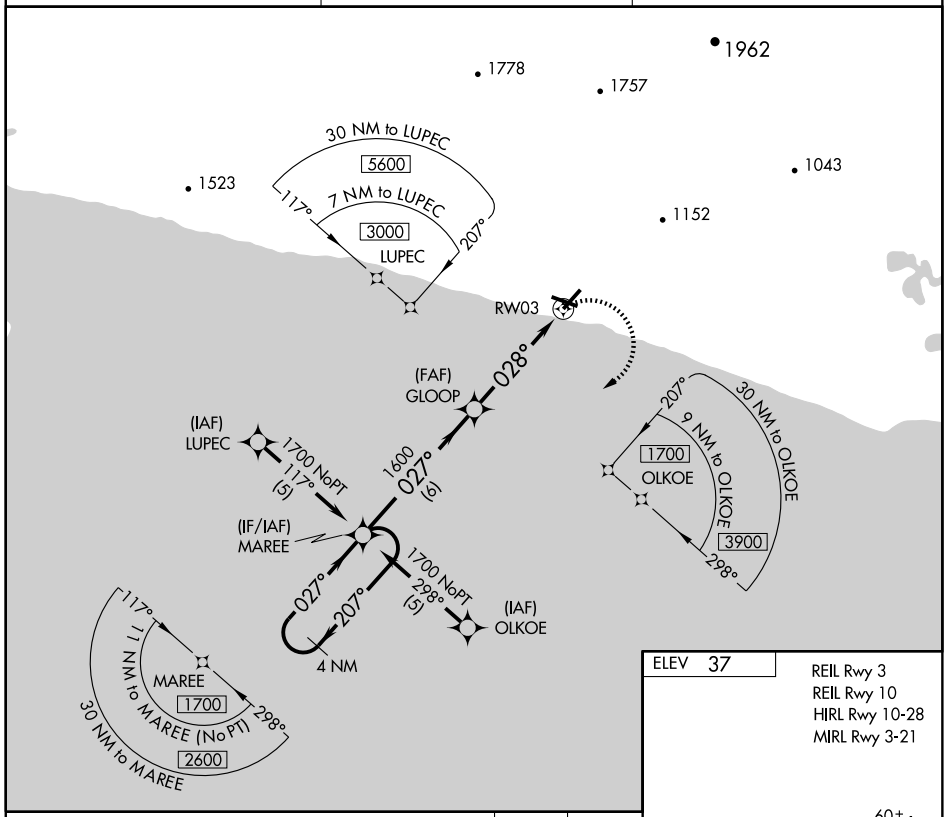
| APP CRS | Rwy Idg | 5576 |
|---|---|---|
| 028° | TDZE | 24 |
| | Apt Elev | 37 |

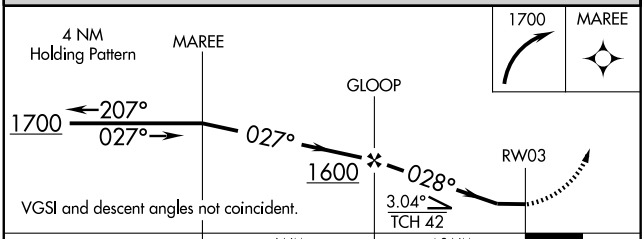
# RNAV (GPS) RWY 3
## NOME (OME)(PAOM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |

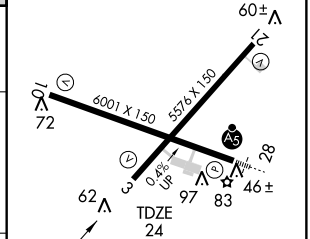



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 416 (500-1) | 440-1¼ | 416 (500-1¼) |
| CIRCLING | 520-1 | 483 (500-1) | 580-1½ | 800-2½ |
| | | | 543 (600-1½) | 763 (800-2½) |

ELEV 37

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21




AK, 08 APR 2010 to 03 JUN 2010

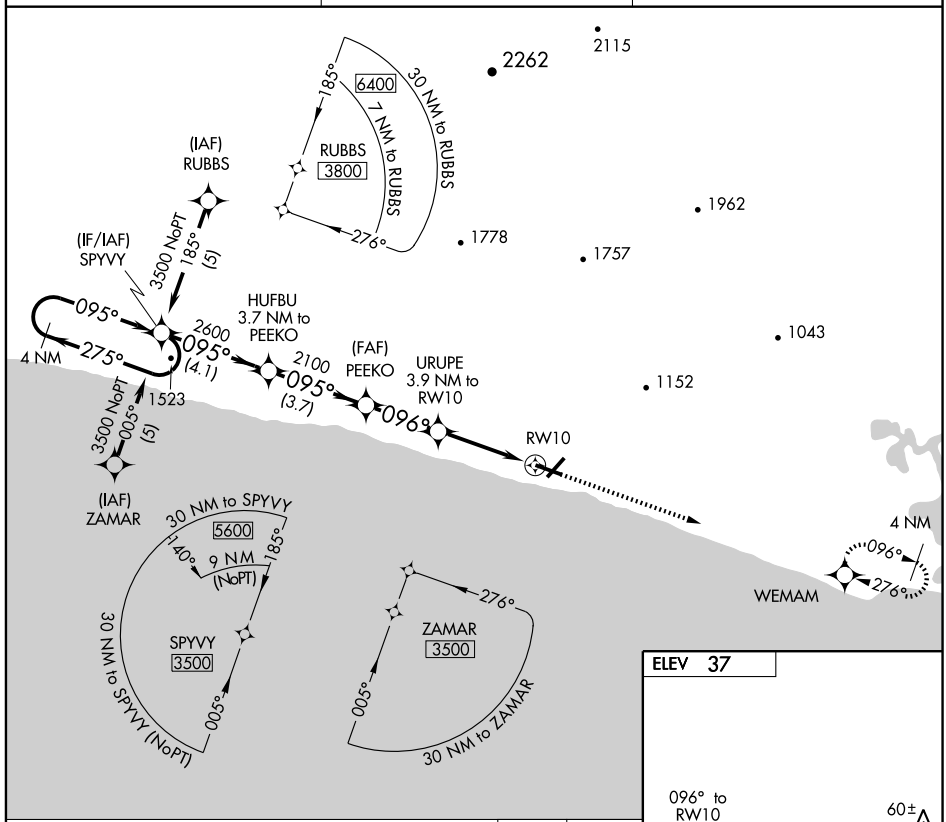
| APP CRS | Rwy Idg | 6001 |
|---|---|---|
| 096° | TDZE | 16 |
| | Apt Elev | 37 |

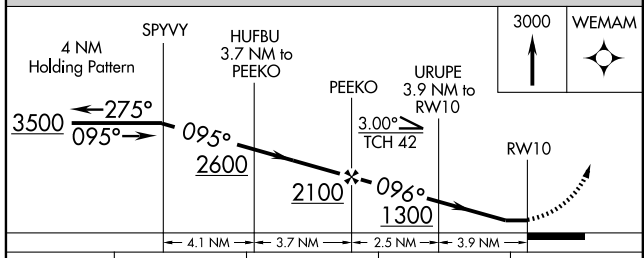
# RNAV (GPS) RWY 10
## NOME (OME)(PAOM)

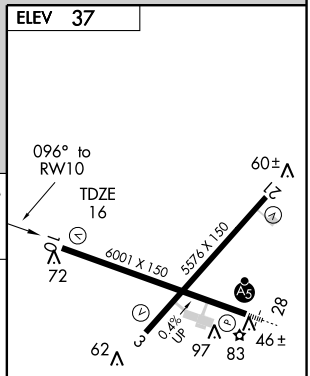
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WEMAM and hold, continue climb in hold to 3000.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 340-1 324 (400-1) | | | |
| CIRCLING | 520-1 483 (500-1) | | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 28

NOME (OME) (PAOM)

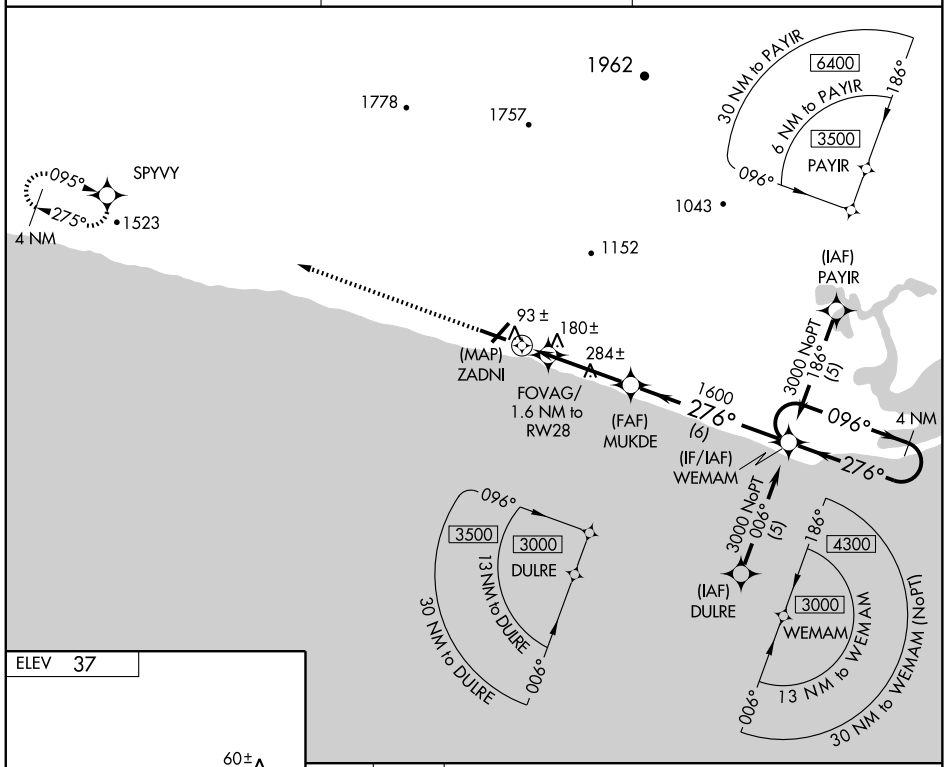
| APP CRS | Rwy Idg | 6001 |
|---|---|---|
| 276° | TDZE | 21 |
| | Apt Elev | 37 |

Inoperative table does not apply to LNAV CAT D. For inoperative MALSR, increase LNAV CATs A, B, and C visibility to RVR 5000. DME/DME RNP-0.3 NA.

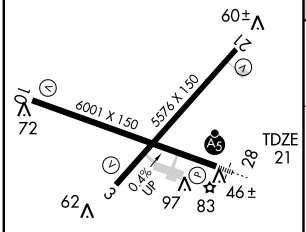
MALSR

MISSED APPROACH: Climb to 3500 direct SPYVY and hold.

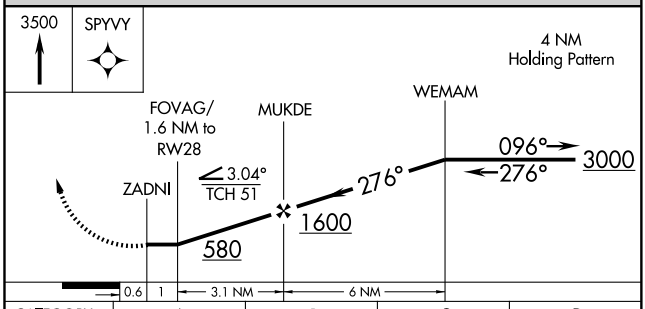
| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 255.4 |




ELEV 37




REIL Rwy 3
REIL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 3-21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 360/40 339 (400-¾) | | | 360/50 339 (400-1) |
| CIRCLING | 520-1 483 (500-1) | | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |

AK, 08 APR 2010 to 03 JUN 2010

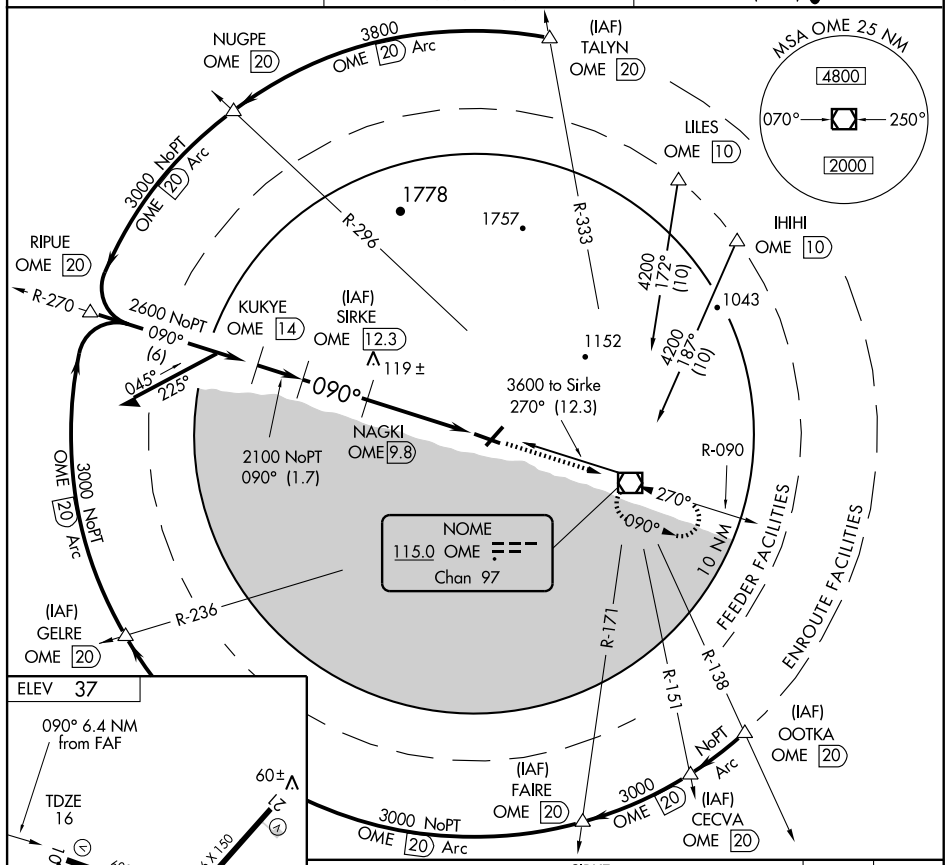
| VOR/DME OME | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 115.0 | 090° | TDZE | 16 |
| Chan 97 | | Apt Elev | 37 |

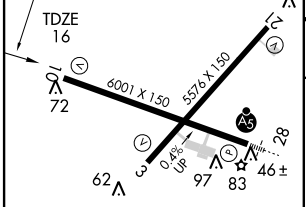
# VOR/DME RWY 10

NOME (OME) (PAOM)

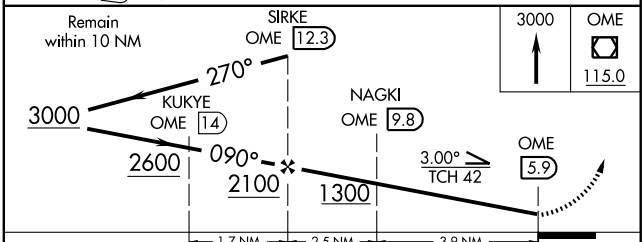
MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb in hold to 3000.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) L 255.4 |




REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | | 340-1 | 324 (400-1) | |
| CIRCLING | 520-1 483 (500-1) | | 580-1 ½ 543 (600-1½) | 800-2 ½ 763 (800-2½) |

AK, 08 APR 2010 to 03 JUN 2010

| VOR/DME OME 115.0 Chan 97 | APP CRS 270° | Rwy Idg 6001 TDZE 21 Apt Elev 37 |
|---|---|---|

# VOR RWY 28

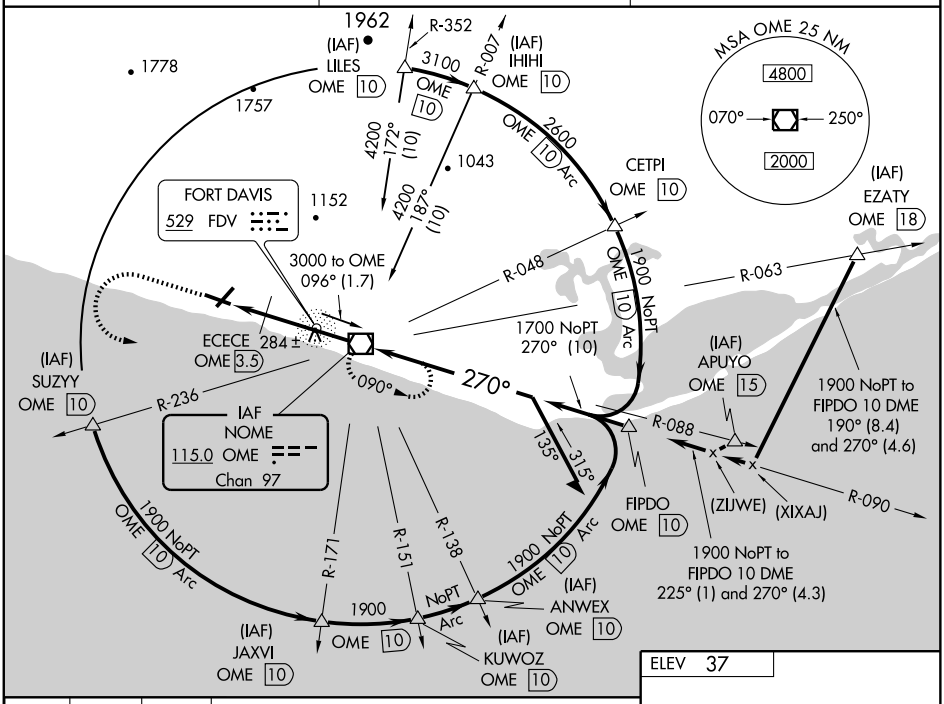
NOME (OME) (PAOM)

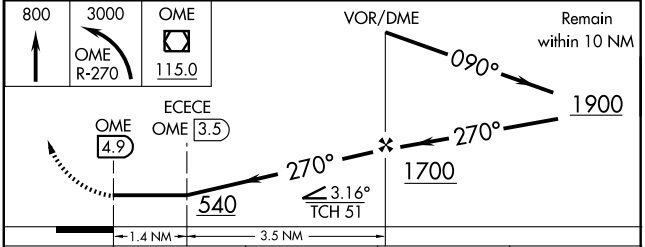
For inoperative MALSR, increase S-28 Cat A/B visibility to RVR 5000. ECECE FIX Minimums: For inoperative MALSR increase S-28 Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR

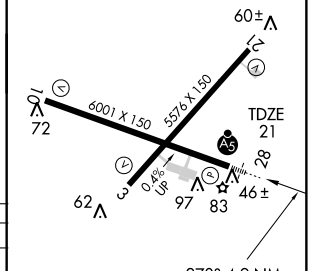
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via OME R-270 to OME VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | NOME RADIO |
|---|---|---|
| 119.925 | 133.3 290.4 | 123.6 (CTAF) L 255.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 540/40 | 519 (600-¾) | 540/50 519 (600-1) | 540/60 519 (600-1¼) |
| CIRCLING | 540-1 | 503 (600-1) | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |
| ECECE FIX MINIMUMS | | | | |
| S-28 | 440/40 | 419 (500-¾) | | 440/50 419 (500-1) |
| CIRCLING | 520-1 | 483 (500-1) | 580-1½ 543 (600-1½) | 800-2½ 763 (800-2½) |




REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

FAF to MAP 4.9 NM

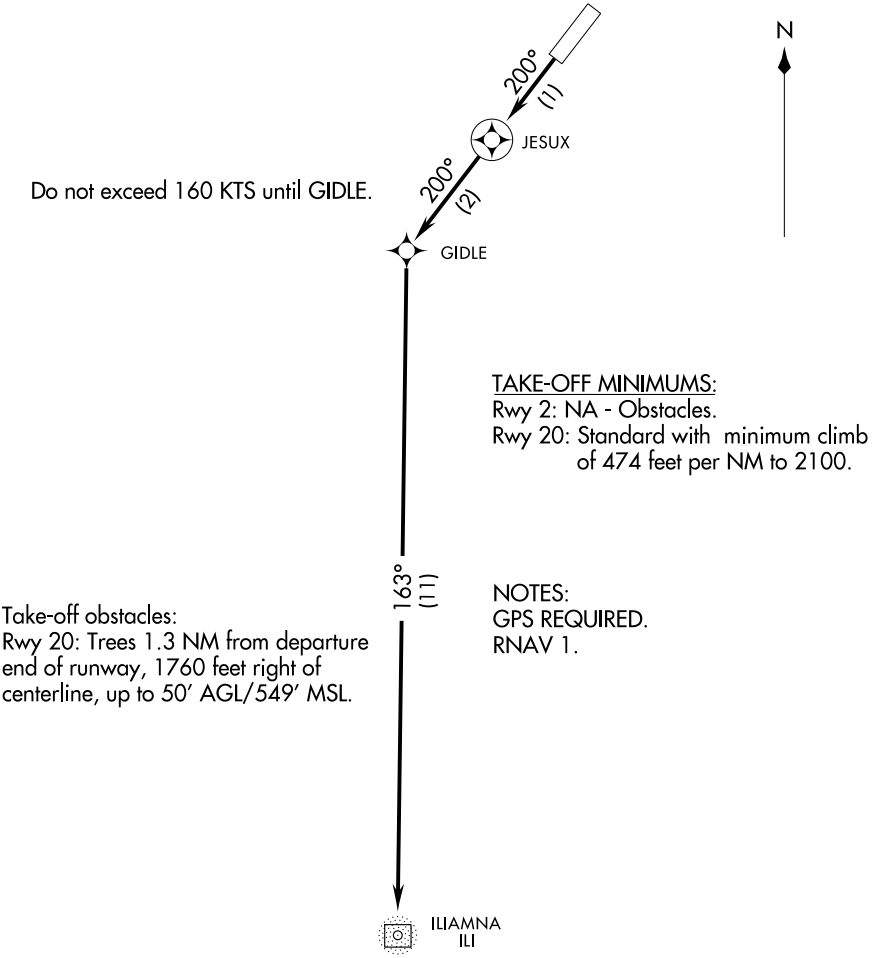
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

AK. 08 APR 2010 to 03 JUN 2010

# ILIAMNA ONE DEPARTURE (RNAV) (OBSTACLE)

NONDALTON (5NN) (PANO)
NONDALTON, ALASKA

ANCHORAGE CENTER
118.8
ILIAMNA RADIO
123.6
CTAF
122.9




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb via 200° course to JESUX, and via depicted route to ILI NDB/DME. Then via assigned route and altitude.

NONDALTON, ALASKA

AL-10164 (FAA)

| APP CRS | Rwy Idg | 2800 |
|---|---|---|
| 016° | TDZE | 314 |
| | Apt Elev | 314 |

# RNAV (GPS) RWY 2

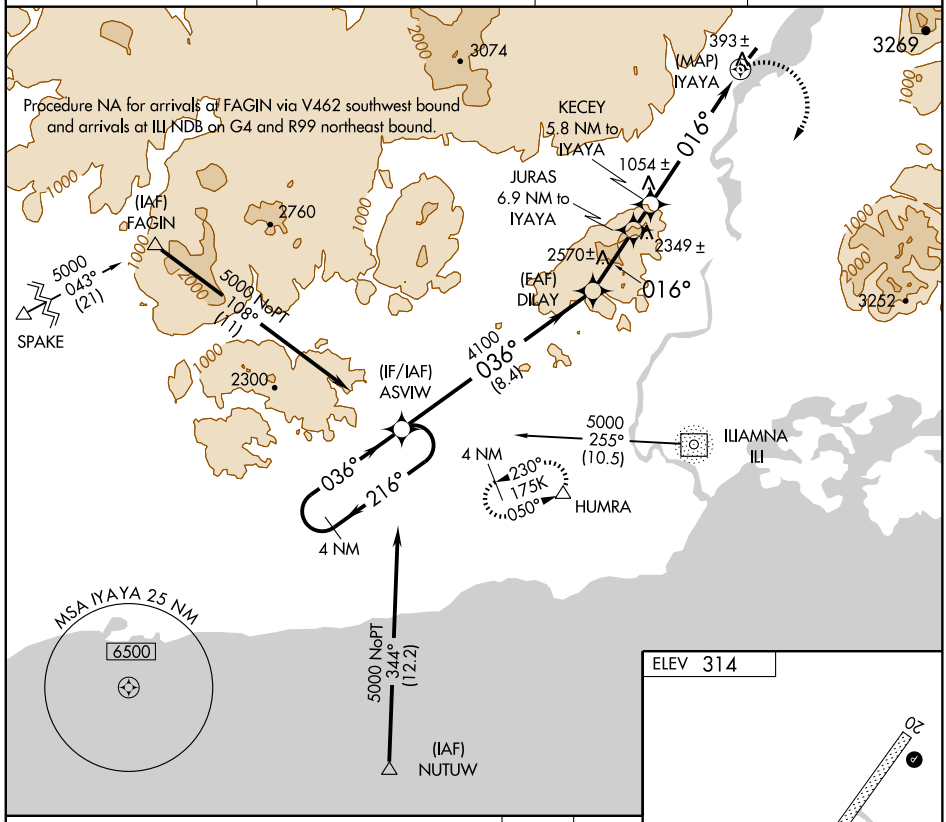
## NONDALTON (5NN) (PANO)

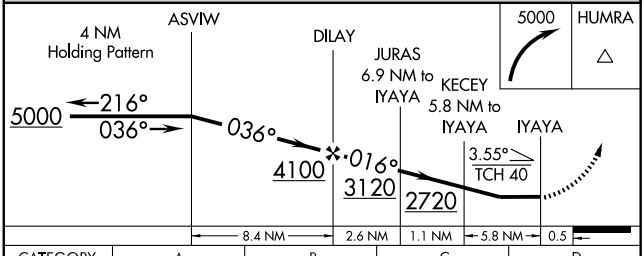
Circling NA northwest of Rwy 2-20. Use Iliamna altimeter setting; if not received, procedure NA. Circling to Rwy 20 NA at night. DME/DME RNP-0.3 NA.

NA

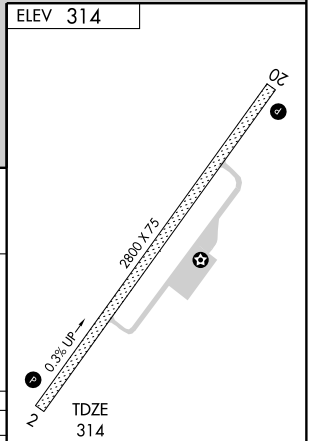
MISSED APPROACH: Climbing right turn to 5000 direct HUMRA and hold.

| ILIAMNA ASOS | ANCHORAGE CENTER | CTAF | KENAI RADIO |
|---|---|---|---|
| 134.95 | 118.8 | 122.9 L | 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1¼ 1066 (1100-1¼) | 1380-1½ 1066 (1100-1½) | NA | |
| CIRCLING | 1380-1¼ 1066 (1100-1¼) | 1380-1½ 1066 (1100-1½) | NA | |




REIL Rwys 2 and 20 L

MIRL Rwy 2-20 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 78213 | 059° | TDZE | 54 |
| W06A | | Apt Elev | 55 |

# RNAV (GPS) RWY 6

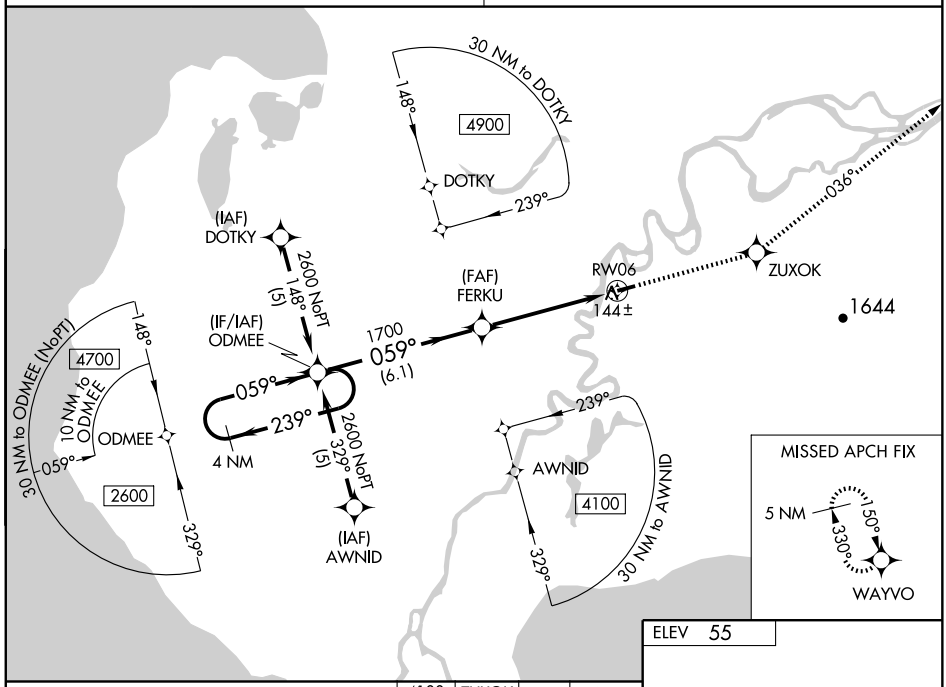
NOORVIK/ ROBERT/BOB/CURTIS MEMORIAL (D76) (PFNO)

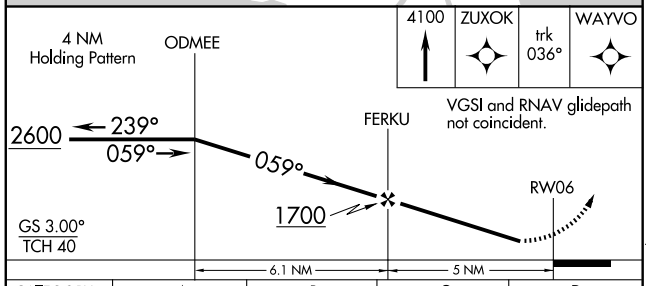
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

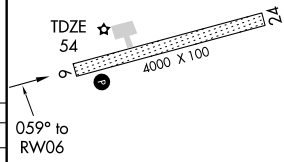
NA

MISSED APPROACH: Climb to 4100 direct ZUXOK and via track 036° to WAYVO and hold, continue climb-in-hold to 4100.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 119.2 263.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 399-1¼ 345 (400-1¼) | | | |
| LNAV/ VNAV DA | 484-1½ 430 (500-1½) | | | |
| LNAV MDA | 480-1 426 (500-1) | | 480-1¼ 426 (500-1¼) | |
| CIRCLING | 520-1 465 (500-1) | | 520-1½ 465 (500-1½) | 620-2 565 (600-2) |

MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 78313 | 239° | TDZE | 55 |
| W24A | | Apt Elev | 55 |

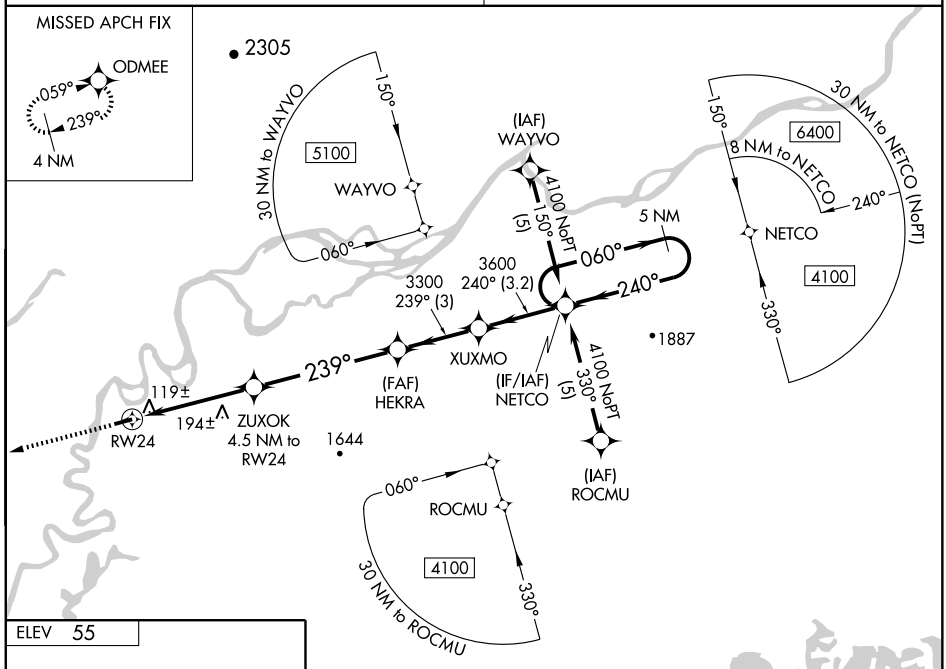
# RNAV (GPS) RWY 24

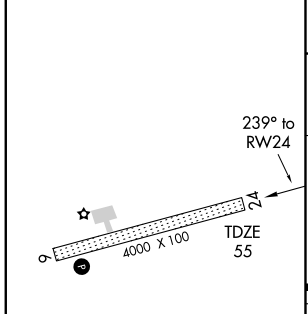
NOORVIK/ ROBERT/BOB/CURTIS MEMORIAL (D76) (PFNO)

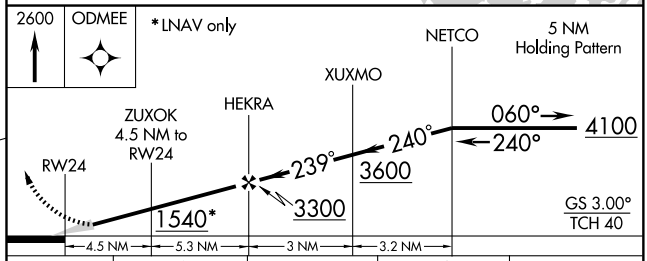
Baro-VNAV NA.
NA DME/DME RNP- 0.3 NA.
Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet and visibility LPV and LNAV/VNAV ¼ mile all Cats.

MISSED APPROACH: Climb to 2600 direct ODMEE and hold.

| ANCHORAGE CENTER | CTAF |
|---|---|
| 119.2 263.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 431-1¼ 376 (400-1¼) | | | |
| LNAV/VNAV DA | 486-1½ 431 (500-1½) | | | |
| LNAV MDA | 500-1 445 (500-1) | | 500-1¼ 445 (500-1¼) | 500-1½ 445 (500-1½) |
| CIRCLING | 520-1 465 (500-1) | | 520-1½ 465 (500-1½) | 620-2 565 (600-2) |

MIRL Rwy 6-24 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5100 |
|---|---|---|
| 052° | TDZE | 1713 |
| | Apt Elev | 1716 |

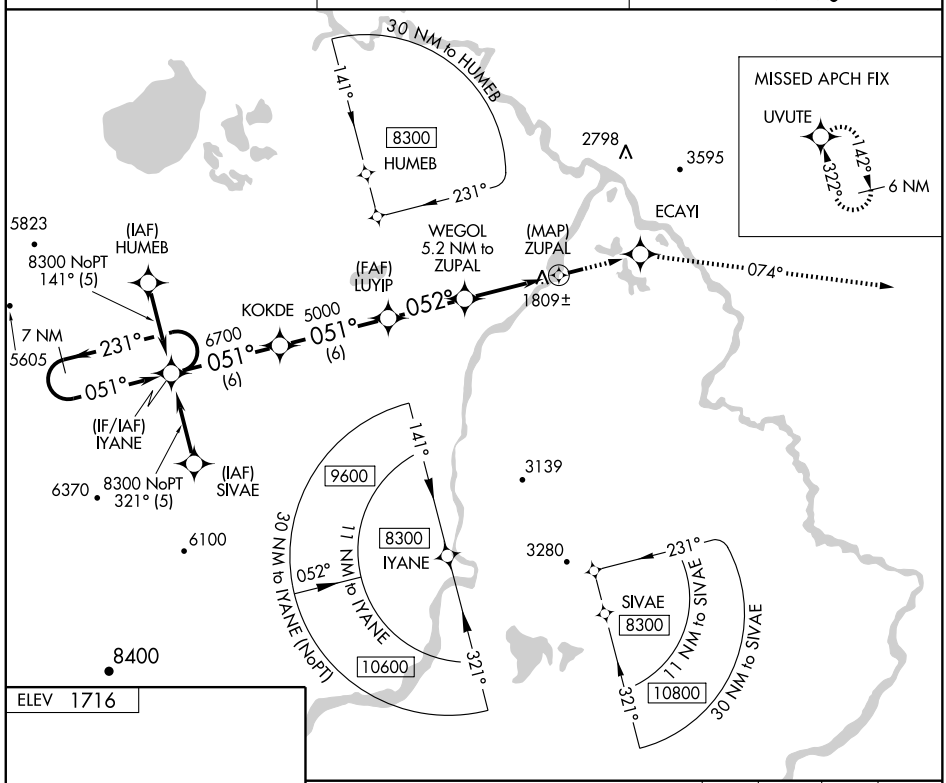
# RNAV (GPS) RWY 5

NORTHWAY (ORT)(PAOR)

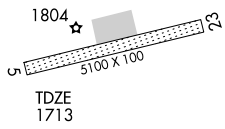
DME/DME RNP-0.3 NA.

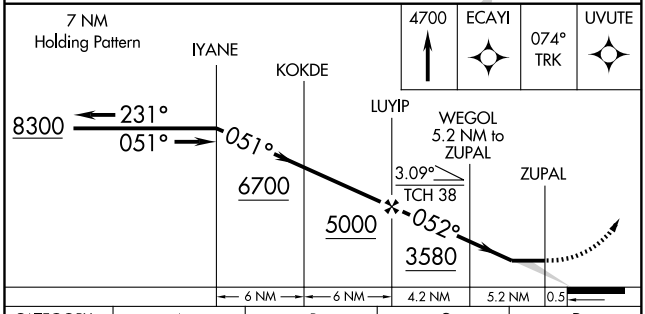
MISSED APPROACH: Climb to 4700 direct ECAYI and via 074° track to UVUTE and hold.

| ASOS | ANCHORAGE CENTER | NORTHWAY RADIO |
|---|---|---|
| 135.4 | 126.55 323.0 | 123.6 (CTAF) L |




ELEV 1716




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2060-1 347 (400-1) | | | 2060-1¼ 347 (400-1¼) |
| CIRCLING | 2220-1 504 (600-1) | | 2220-1½ 504 (600-1½) | 2280-2 564 (600-2) |

REIL Rwy 23
MIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

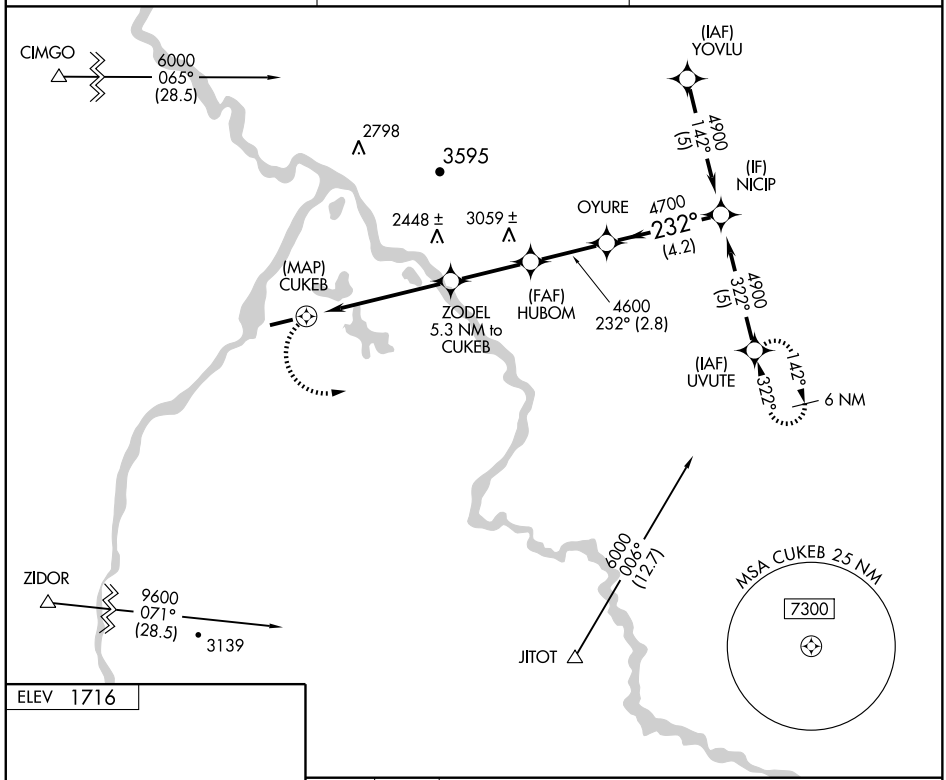
| APP CRS | Rwy Idg | 5100 |
|---|---|---|
| 232° | TDZE | 1713 |
| | Apt Elev | 1716 |

# RNAV (GPS) RWY 23
## NORTHWAY (ORT)(PAOR)

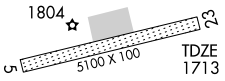
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4700 direct UVUTE and hold.

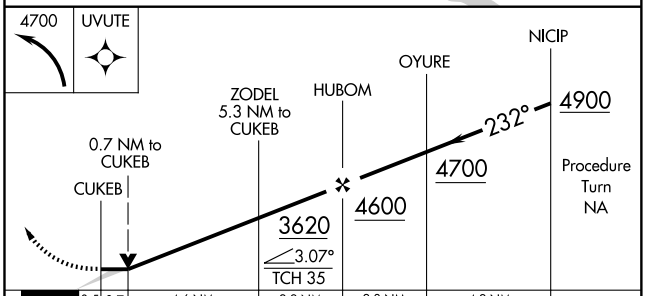
| ASOS | ANCHORAGE CENTER | NORTHWAY RADIO |
|---|---|---|
| 135.4 | 126.55 323.0 | 123.6 (CTAF) L |




ELEV 1716




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 | 427 (500-1) | 2140-1¼<br>427 (500-1¼) | 2140-1½<br>427 (500-1½) |
| CIRCLING | 2220-1 | 504 (600-1) | 2220-1½<br>504 (600-1½) | 2280-2<br>564 (600-2) |

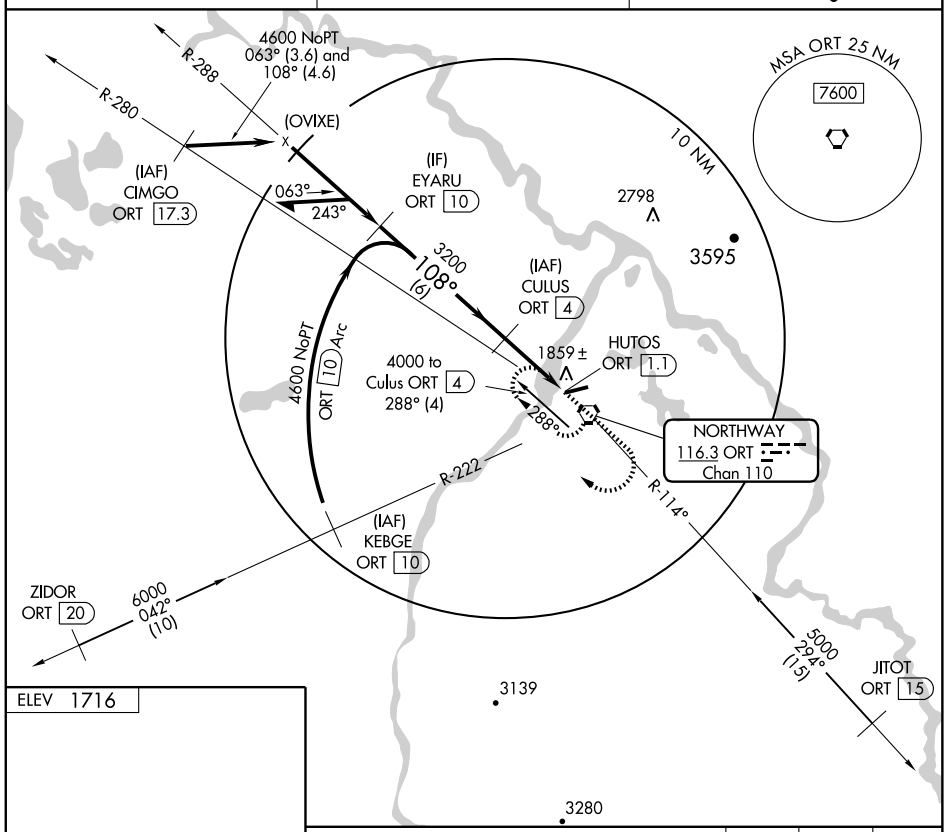
AK, 08 APR 2010 to 03 JUN 2010

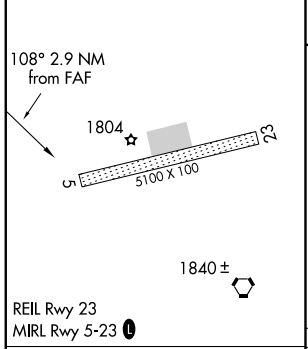
| VORTAC ORT 116.3 Chan 110 | APP CRS 108° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1716 |
|---|---|---|

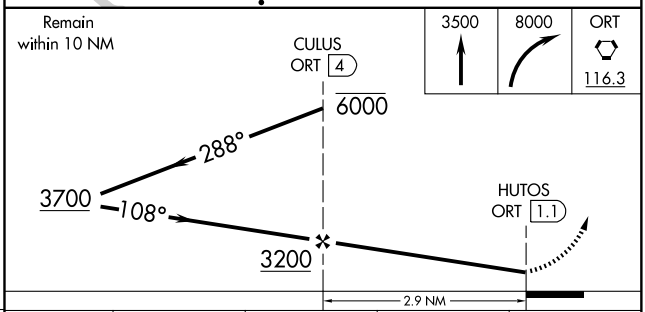
# VOR/DME-A
## NORTHWAY (ORT)(PAOR)

MISSED APPROACH: Climb to 3500 then climbing right turn to 8000 direct ORT VORTAC and hold, continue climb-in-hold to 8000.

| ASOS | ANCHORAGE CENTER | NORTHWAY RADIO |
|---|---|---|
| 135.4 | 126.55 323.0 | 123.6 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2220-1 | 504 (600-1) | 2220-1½<br>504 (600-1½) | 2280-2<br>564 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4343 |
|---|---|---|
| 041°M (220°G) | TDZE | 38 |
| | Apt Elev | 38 |

# RNAV (GPS) RWY 4

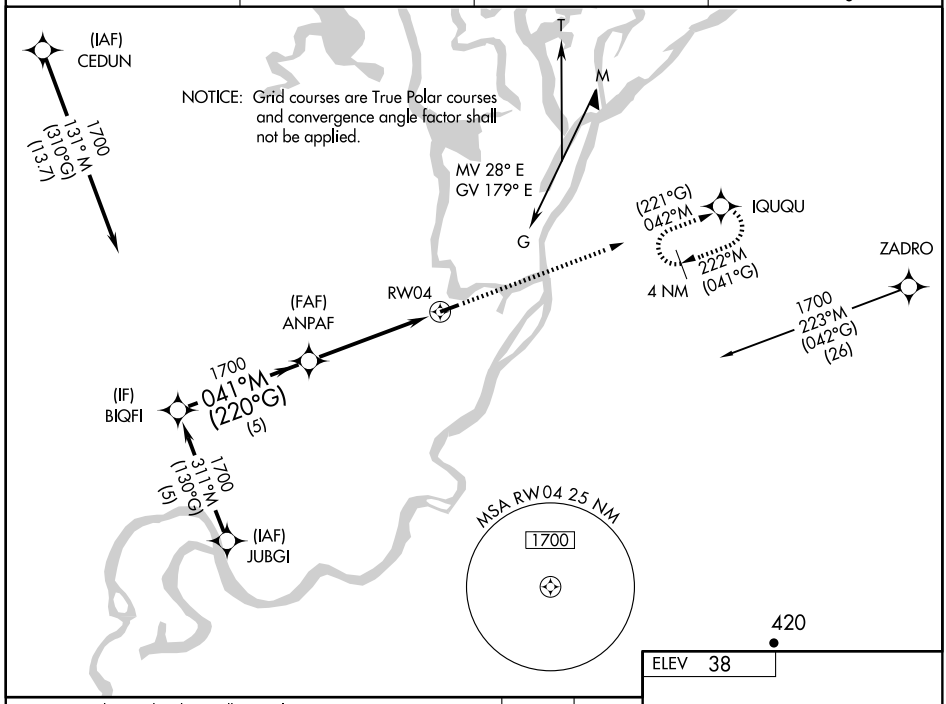
NUIQSUT (AQT) (PAQT)

⚠ When local altimeter setting not received, use Deadhorse altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply.

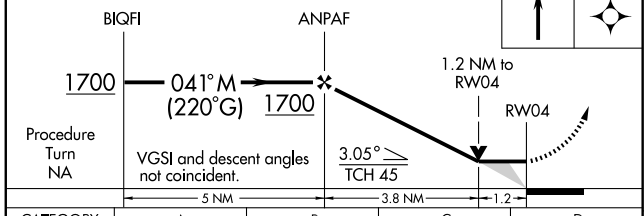
MALSF

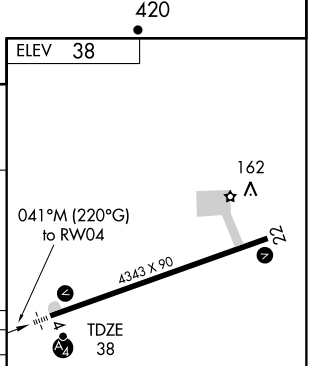
MISSED APPROACH: Climb to 1700 direct IQUQU and hold.

| ASOS | ANCHORAGE CENTER | DEADHORSE RADIO | CTAF |
|---|---|---|---|
| 135.35 | 119.4 | 122.5 | 122.8 L |




VDP not authorized with Deadhorse altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 402 (500-1) | 440-1¼ 402 (500-1¼) | NA |
| CIRCLING | 520-1 | 482 (500-1) | 520-1½ 482 (500-1½) | NA |
| DEADHORSE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 480-1 | 442 (500-1) | 480-1¼ 442 (500-1¼) | NA |
| CIRCLING | 640-1 | 602 (700-1) | 640-1¾ 602 (700-1¾) | NA |

HIRL Rwy 4-22 L
REIL Rwy 22 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4343 |
|---|---|---|
| 222°M (041°G) | TDZE | 38 |
| | Apt Elev | 38 |

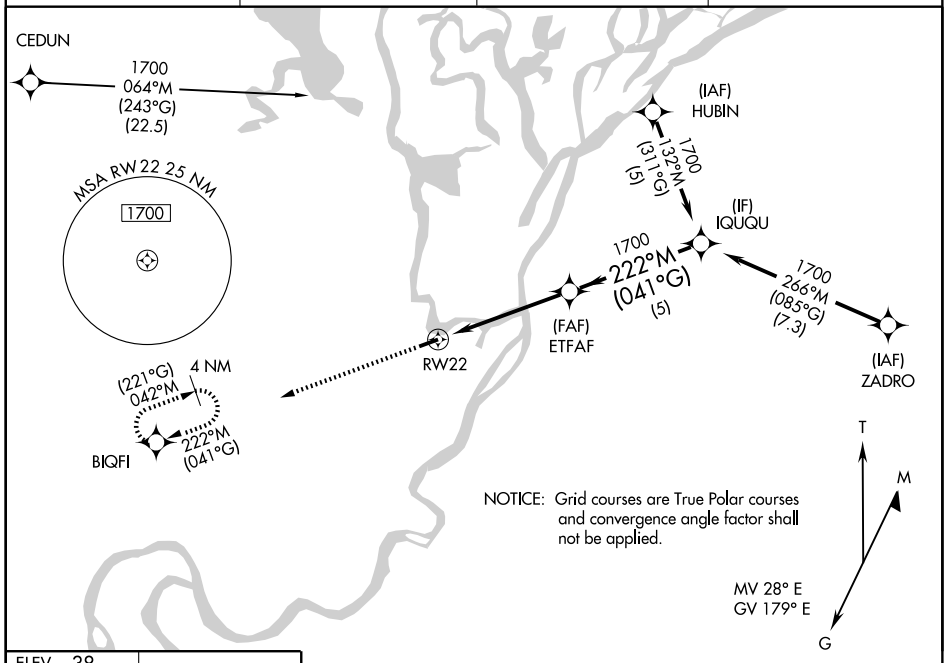
# RNAV (GPS) RWY 22

NUIQSUT (AQT) (PAQT)

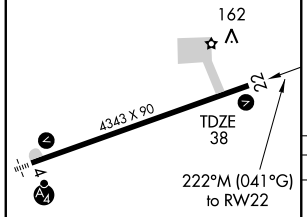
⚠ When local altimeter setting not received, use Deadhorse altimeter setting.
DME/DME RNP-0.3 NA.

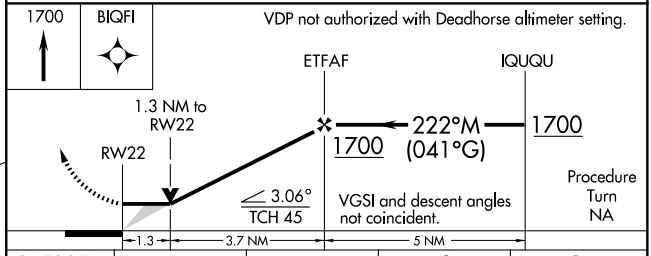
MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

| ASOS | ANCHORAGE CENTER | DEADHORSE RADIO | CTAF |
|---|---|---|---|
| 135.35 | 119.4 | 122.5 | 122.8 L |




ELEV 38




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 442 (500-1) | 480-1¼<br>442 (500-1¼) | NA |
| CIRCLING | 520-1 | 482 (500-1) | 520-1½<br>482 (500-1½) | NA |
| DEADHORSE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 600-1 | 562 (600-1) | 600-1½<br>562 (600-1½) | NA |
| CIRCLING | 640-1 | 602 (700-1) | 640-1¾<br>602 (700-1¾) | NA |

HIRL Rwy 4-22 L
REIL Rwy 22 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 009° | TDZE | 391 |
| | Apt Elev | 399 |

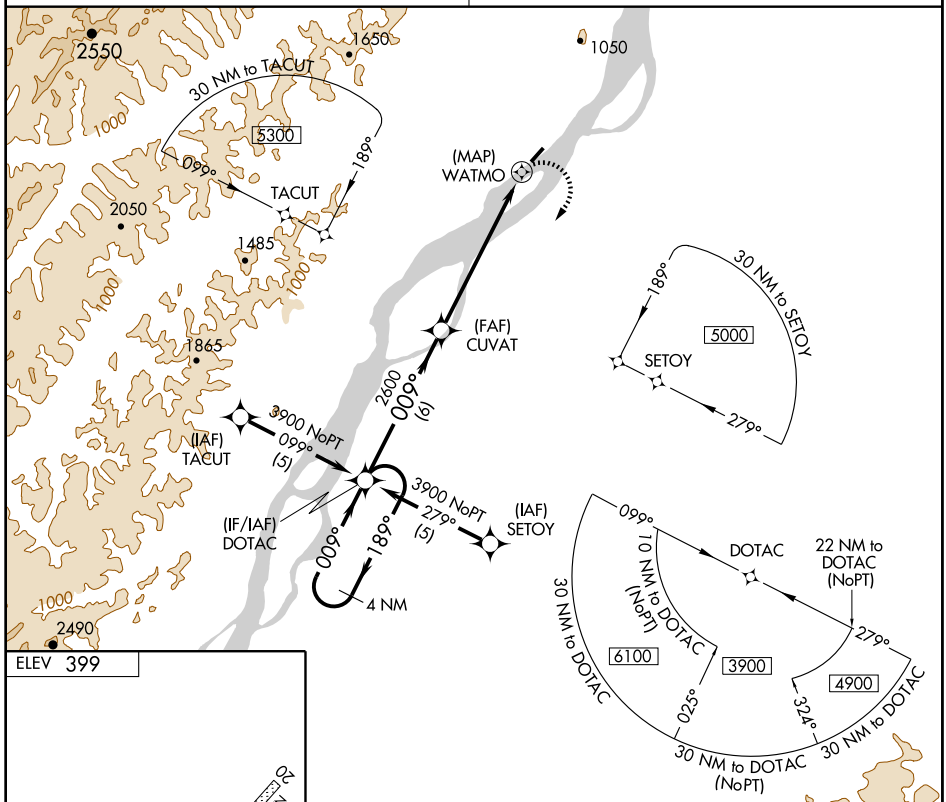
# RNAV (GPS) RWY 2
## NULATO (NUL) (PANU)

DME/DME RNP-0.3 NA. Use Galena altimeter setting.

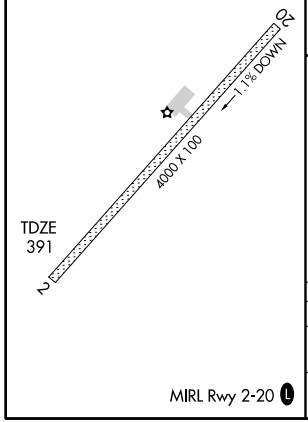
NA

MISSED APPROACH: Climbing right turn to 3900 direct DOTAC and hold.

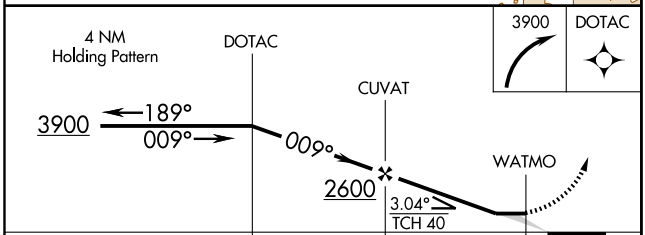
| FAIRBANKS RADIO | CTAF |
|---|---|
| 122.2 | 122.9 L |




ELEV 399




MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 669 (700-1) | | 1060-1¾ 669 (700-1¾) | NA |
| CIRCLING | 1320-1¼ 921 (1000-1¼) | 1420-1½ 1021 (1100-1½) | 1420-3 1021 (1100-3) | NA |

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# RNAV (GPS) RWY 20

NULATO (NUL) (PANU)

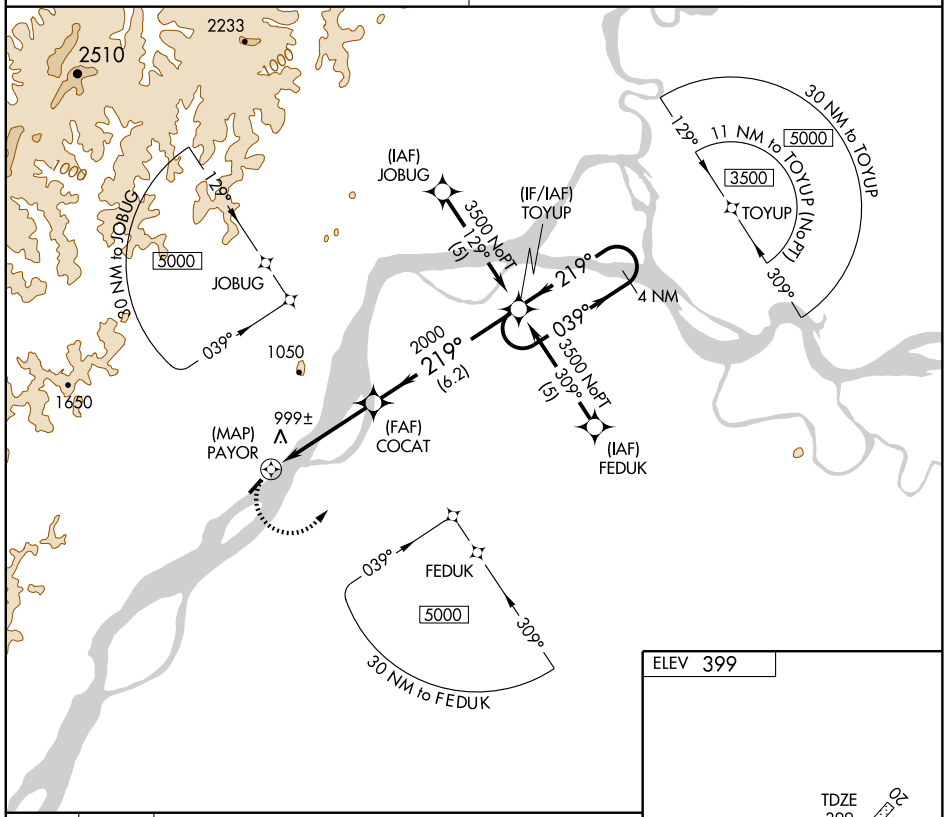
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 219° | TDZE | 399 |
| | Apt Elev | 399 |

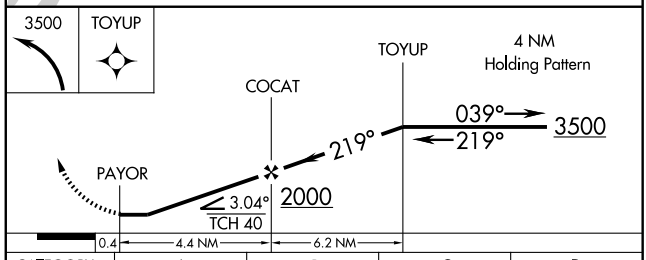
DME/DME RNP-0.3 NA. Use Galena altimeter setting.

NA

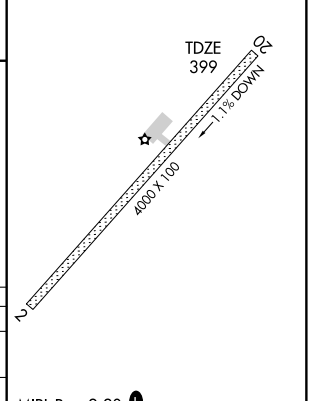
MISSED APPROACH: Climbing left turn to 3500 direct TOYUP and hold.

| FAIRBANKS RADIO | CTAF |
|---|---|
| 122.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1¼<br>961 (1000-1¼) | 1360-1½<br>961 (1000-1½) | 1360-3<br>961 (1000-3) | NA |
| CIRCLING | 1360-1¼<br>961 (1000-1¼) | 1420-1½<br>1021 (1100-1½) | 1420-3<br>1021 (1100-3) | NA |

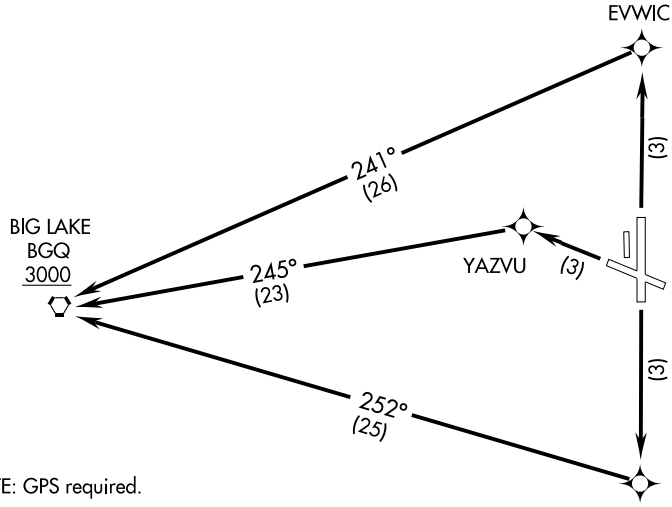



AK, 08 APR 2010 to 03 JUN 2010

# PALMER THREE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE DEP CON
118.6 290.5
PALMER RADIO
123.6 (CTAF) 122.4




NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: NA-obstacles.
Rwy 16: Standard with minimum climb of 272 feet per NM to 1000.
Rwy 27: 500-1¼ or standard with a minimum climb of 245 feet per NM to 500.
Rwy 34: 500-1½ or standard with a minimum climb of 467 feet per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 19 feet from DER, 126 feet left of centerline, up to 60′ AGL/309′ MSL.
Trees beginning 17 feet from DER, 163 feet right of centerline, up to 60′ AGL/280′ MSL.
Rwy 27: Trees beginning 44 feet from DER, 66 feet left of centerline, up to 60′ AGL/409′ MSL.
Trees beginning 19 feet from DER, 212 feet right of centerline, up to 60′ AGL/519′ MSL.
Rwy 34: Trees beginning 66 feet from DER, 435 feet left of centerline, up to 60′ AGL/303′ MSL.
Trees and poles beginning 5239 feet from DER, 1614 feet right of centerline, up to 60′ AGL/659′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb direct OCKAS, then right turn via 252° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 27: Climb dierct YAZVU, then via 245° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 34: Climb direct EVWIC, then left turn via 241° track to BGQ VORTAC, thence. . . .

. . . .maintain 3000 or assigned altitude, expect filed altitude 10 minutes after departure.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 023° | TDZE | N/A |
| | Apt Elev | 242 |

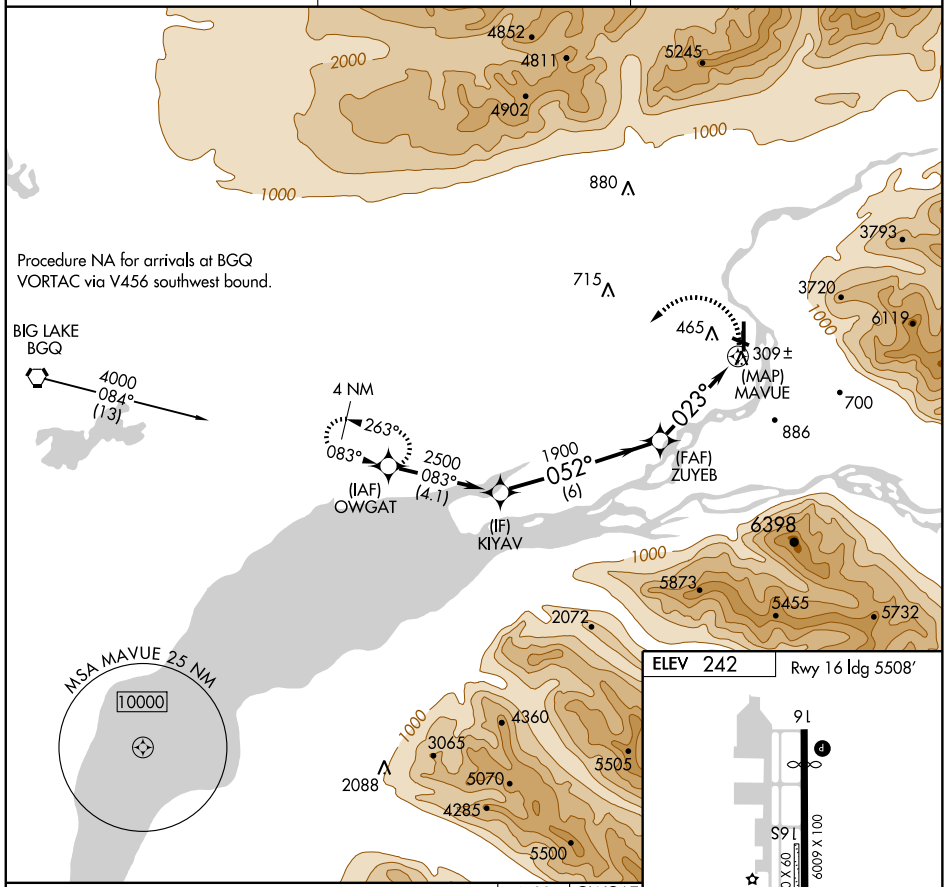
# RNAV (GPS)-A

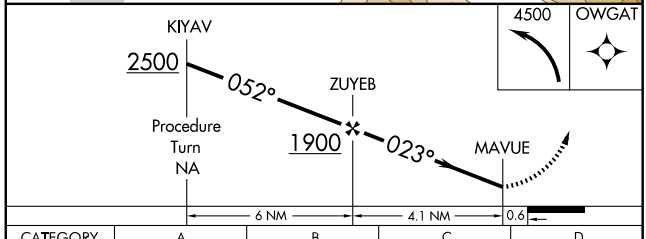
## PALMER MUNI (PAQ) (PAAQ)

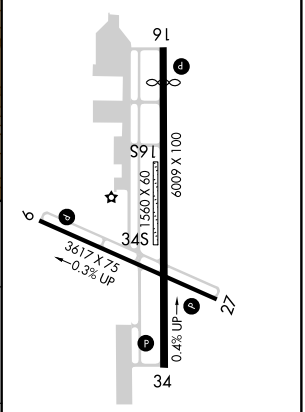
Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4500 direct OWGAT and hold, continue climb in hold to 4500.

| ASOS | ANCHORAGE APP CON | PALMER RADIO |
|---|---|---|
| 134.75 | 118.6 290.5 | 123.6 (CTAF) L 122.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 618 (700-1) | | 920-2 678 (700-2) | 920-2¼ 678 (700-2¼) |

REIL Rwy 16-34 L
MIRL Rwys 9-27 and 16-34 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3617 |
|---|---|---|
| 093° | TDZE | 227 |
| | Apt Elev | 242 |

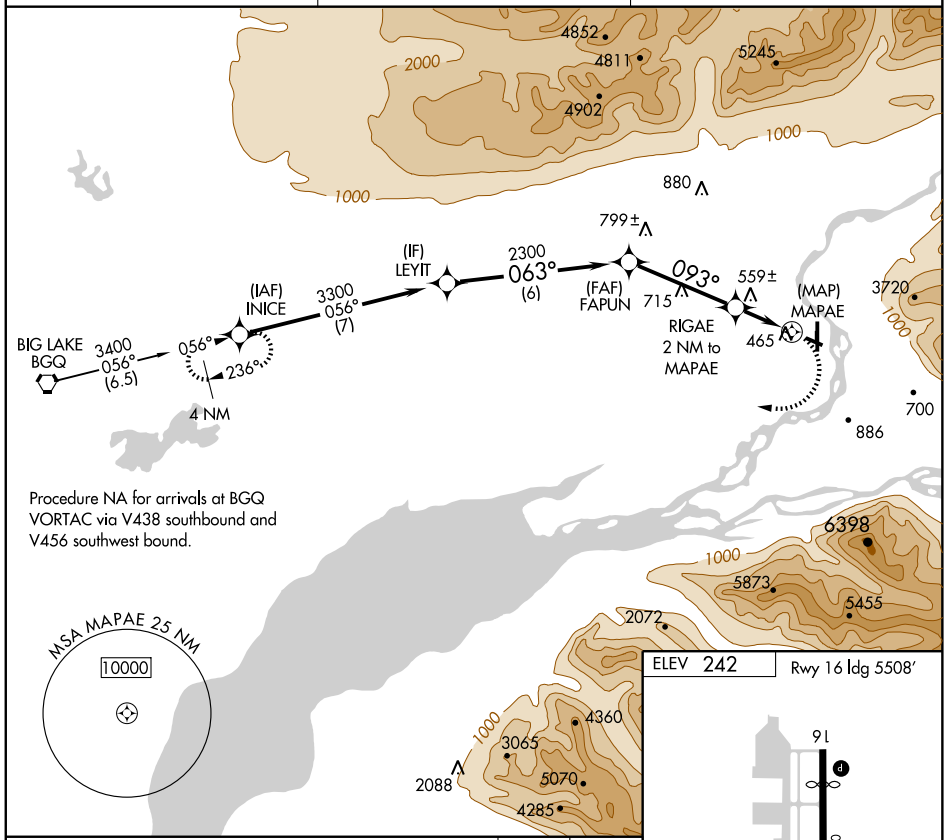
# RNAV (GPS) RWY 9

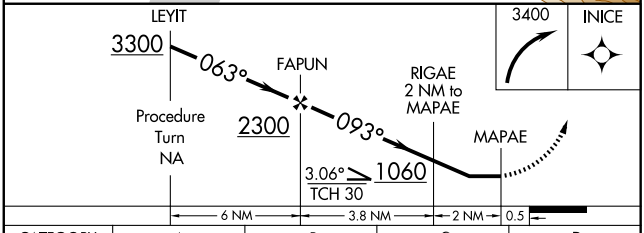
## PALMER MUNI (PAQ) (PAAQ)

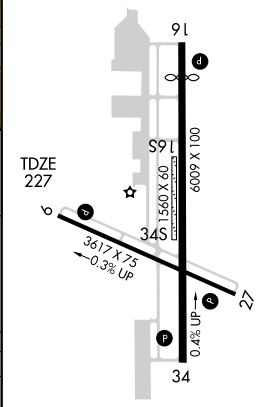
Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3400 direct INICE and hold.

| ASOS | ANCHORAGE APP CON | PALMER RADIO |
|---|---|---|
| 134.75 | 118.6 290.5 | 123.6 (CTAF) L 122.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 593 (600-1) | | 820-1½ 593 (600-1½) | 820-1¾ 593 (600-1¾) |
| CIRCLING | 860-1 618 (700-1) | | 920-2 678 (700-2) | 920-2¼ 678 (700-2¼) |

REIL Rwy 6-34 L
MIRL Rwys 9-27 and 16-34 L

AK, 08 APR 2010 to 03 JUN 2010

# CILAC TWO DEPARTURE (RNAV) (OBSTACLE)

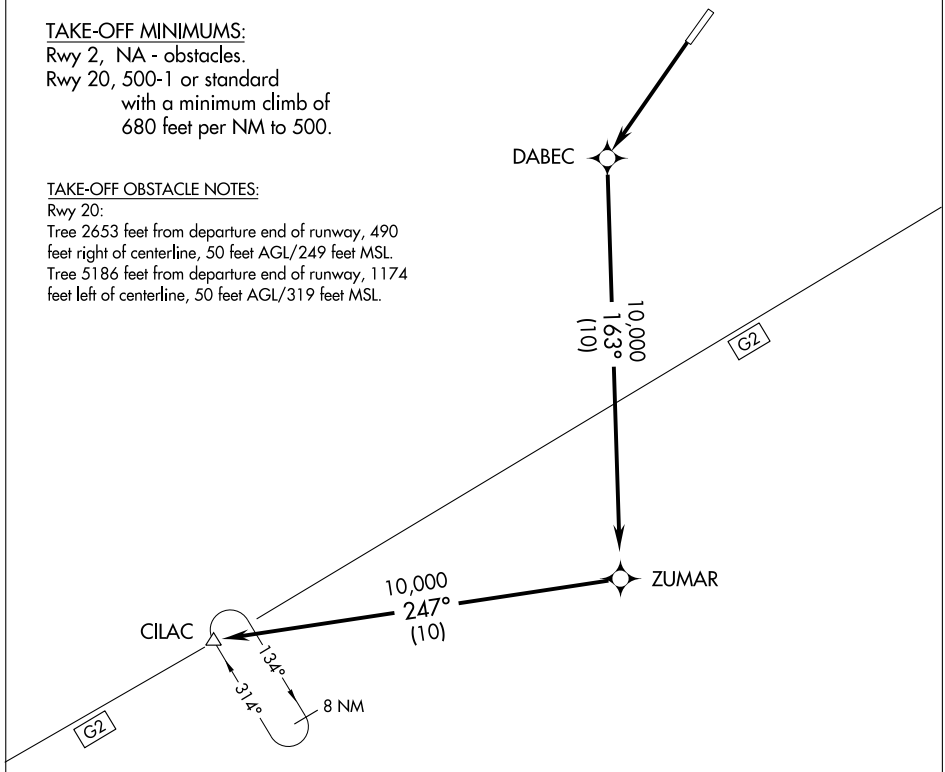


ANCHORAGE CENTER
125.35 346.3
CTAF 122.9

NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 2, NA - obstacles.
Rwy 20, 500-1 or standard
with a minimum climb of
680 feet per NM to 500.

TAKE-OFF OBSTACLE NOTES:
Rwy 20:
Tree 2653 feet from departure end of runway, 490 feet right of centerline, 50 feet AGL/249 feet MSL.
Tree 5186 feet from departure end of runway, 1174 feet left of centerline, 50 feet AGL/319 feet MSL.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 10,000 direct DABEC and via 163° track to ZUMAR, then via 247° track to CILAC. Climb in hold (if required) to 10,000 or higher before proceeding via assigned route.

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 028° | TDZE | 30 |
| | Apt Elev | 30 |

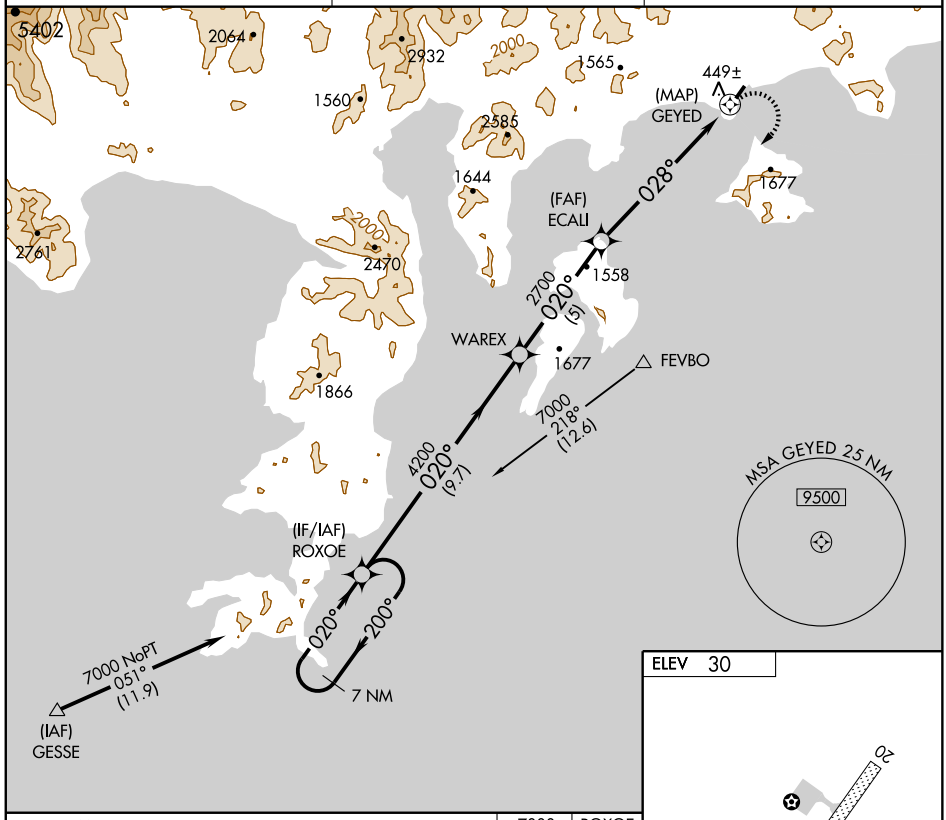
# RNAV (GPS) RWY 2

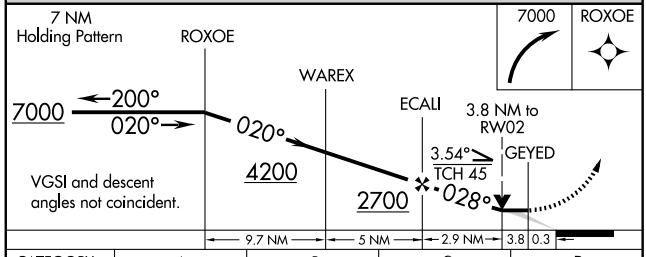
## PERRYVILLE (PEV) (PAPE)

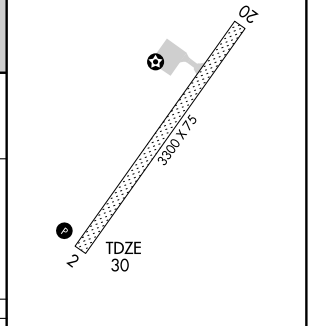
DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.

| CHIGNIK AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 125.35 346.3 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1¼<br>1570 (1600-1¼) | 1600-1½<br>1570 (1600-1½) | NA | |
| CIRCLING | 1600-1¼<br>1570 (1600-1¼) | 1600-1½<br>1570 (1600-1½) | NA | |

MIRL Rwy 2-20 (L)
REIL Rwy 2 (L)

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| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 159° | TDZE | N/A |
| | Apt Elev | 107 |

# GPS-B

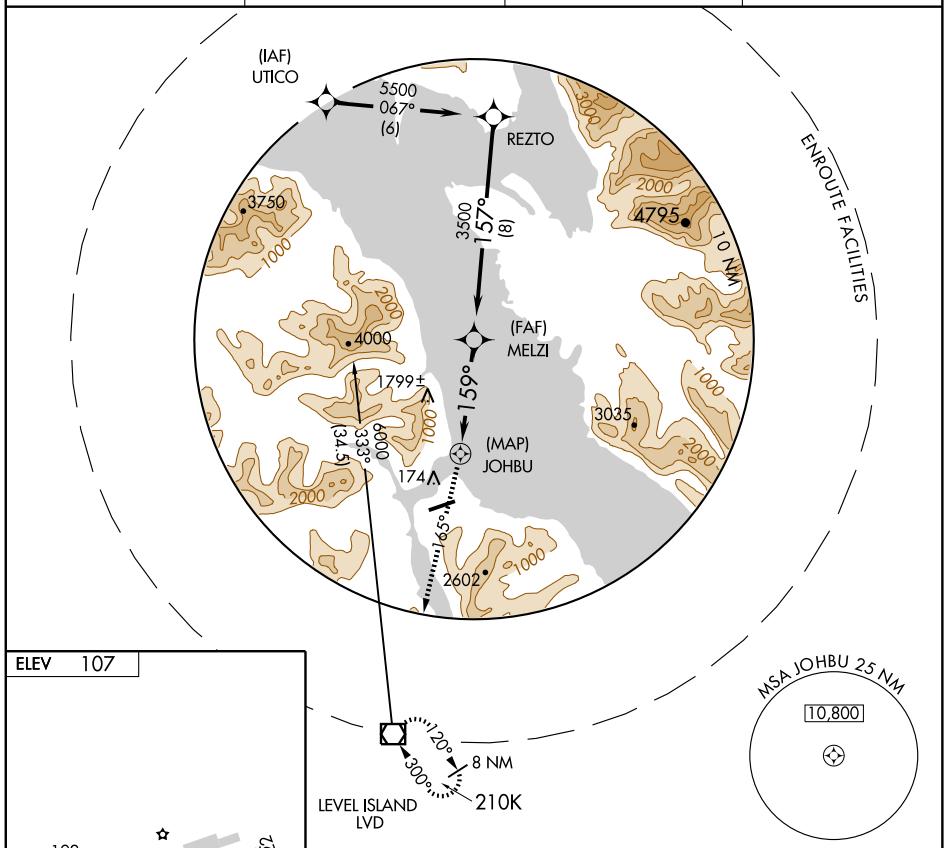
## PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

Circling NA SE of Rwy 4-22.

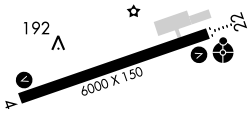
NA

MISSED APPROACH: Climb to 6000 via 165° course to LVD VOR/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 125.8 | 118.0 | 122.35 | 122.5 L |



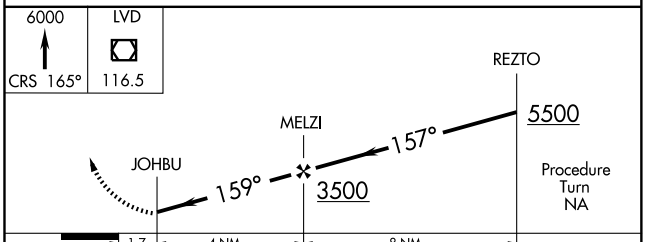

ELEV 107




1477

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2260-2 | 2153 (2200-2) | 2260-3 2153 (2200-3) | NA |

AK. 08 APR 2010 to 03 JUN 2010

| LOC I-PSG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.5 | 157° | TDZE | N/A |
| Chan 42 | | Apt Elev | 107 |

# LDA/DME-D

## PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

Circling not authorized SE of airport.

MISSED APPROACH: Immediate climbing left turn direct FPN NDB, climb on 112° bearing from FPN NDB to 4500, then climb to 7000 direct to LVD VOR/DME or SQM NDB and hold.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 125.8 | 118.0 | 122.35 | 122.5 L |

ADF REQUIRED

(IAF) LVD 47

7800 NoPT 157° (4.5)

LR-338

337°

112°

292°

I-PSG 22

6200 to SANDI 157° (4)

4020

4075

SANDI

5933

I-PSG 18

5300 157° (4)

157°

5150

(IAF) I-PSG 14

3800 157° (5)

6270

3750

4795

6562

I-PSG 9

4000

LOCALIZER 110.5 I-PSG Chan 42

6550

3700

160° 3.9 NM

I-PSG 4 **

174

3035

3495

7800 to I-PSG 14 343° (34.6)

FREDERICKS POINT 372 FPN

2602

2735

3249

7800 to I-PSG 14 343° (34.8)

292°

10,000 † LVD 47 Arc

ENROUTE FACILITIES

FEEDER FACILITIES

15 NM

MSA FPN 25 NM

11100

R-298

† If I-PSG LDA not received when crossing LVD R-338, proceed direct to LVD VOR/DME or SQM NDB and hold.

** CAUTION: ODALS or runway must be visible to continue for landing.

LEVEL ISLAND 116.5 LVD Chan 112

120°

300°

R-120

SUMNER STRAIT 529 SQM

210K

ELEV 107

Fly Visual 160° 3.9 NM

192

6000 X 150

22

1477

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

| CLIMBING | FPN | 4500 | 7000 |
|---|---|---|---|
| | 372 | FPN BRG 112° | LVD VOR/DME or SQM NDB |

I-PSG 14

Remain within 10 NM

I-PSG 22

337°

I-PSG 18

157°

7800

Use I-PSG DME when on localizer course.

I-PSG 9

I-PSG 4 **

6200

5300

Fly Visual 160° 3.9 NM

3800

5 NM 5 NM 4 NM 4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C-22 | 1540-4 1433 (1500-4) | | | NA |
| C-4 | 1540-4 1433 (1500-4) | | 1540-5 1433 (1500-5) | NA |

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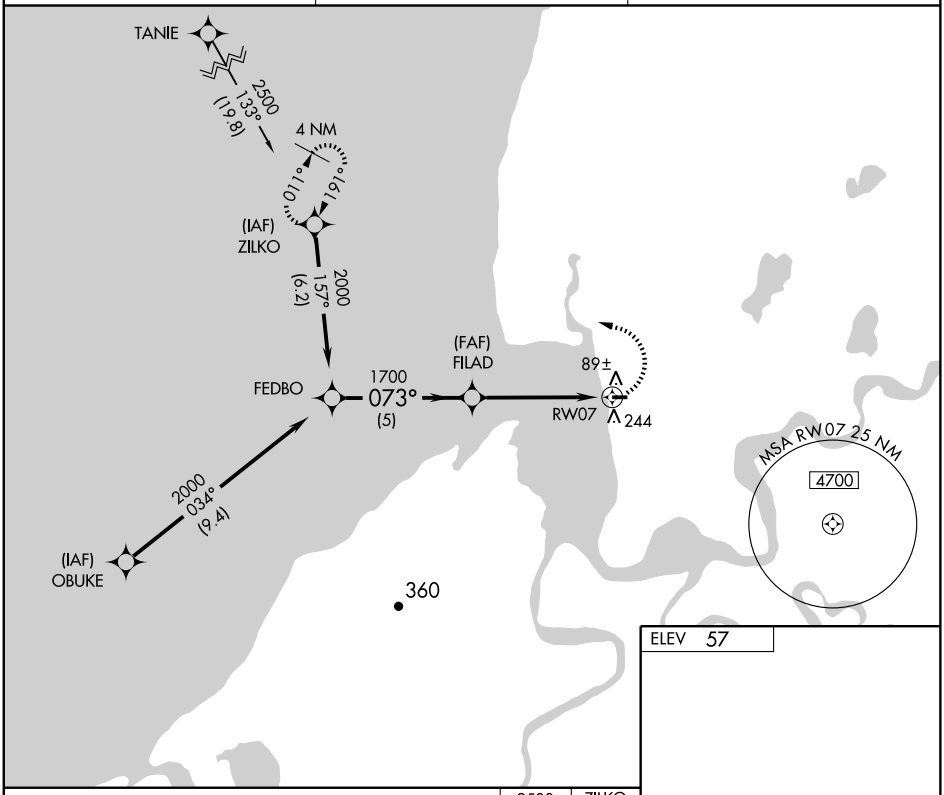
| APP CRS | Rwy Idg | 3280 |
|---|---|---|
| 073° | TDZE | 57 |
| | Apt Elev | 57 |

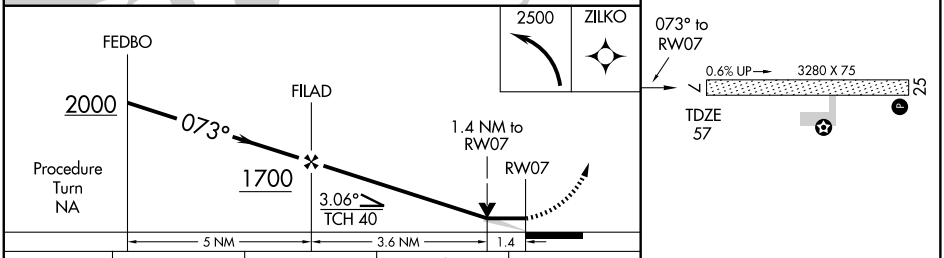
# RNAV (GPS) RWY 7
## PILOT POINT (PNP)(PAPN)

If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA. VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.375 | 132.9 288.3 | 122.9 (L) |




ELEV 57

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 463 (500-1) | NA | |
| CIRCLING | 600-1 | 543 (600-1) | NA | |

MIRL Rwy 7-25 (L)

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3280 |
|---|---|---|
| 253° | TDZE | 57 |
| | Apt Elev | 57 |

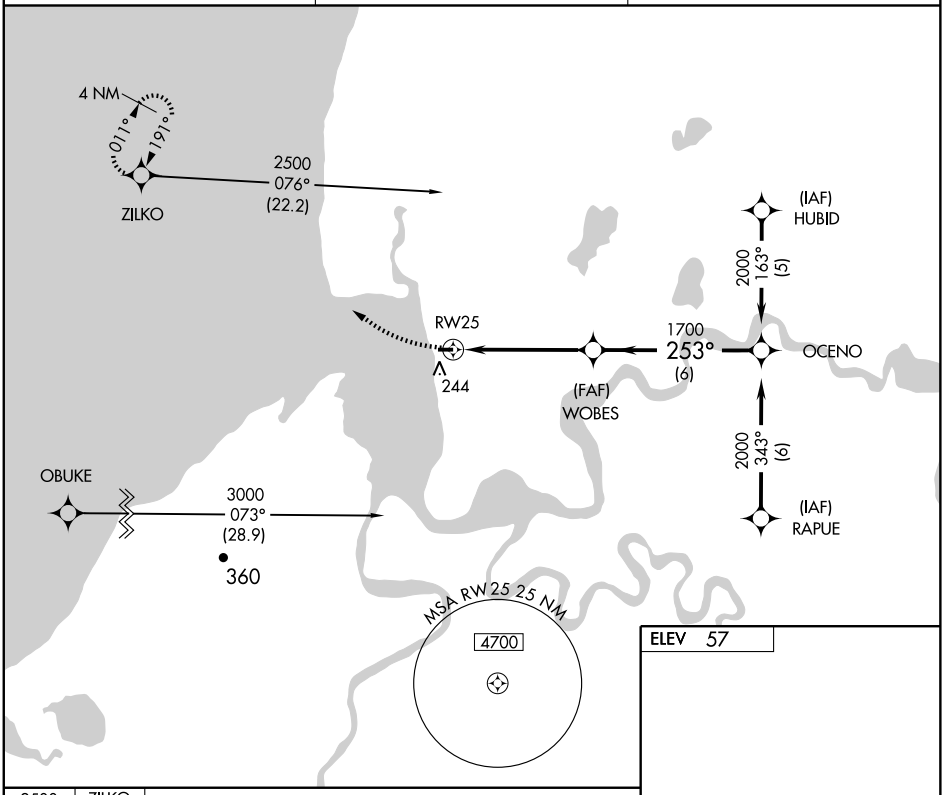
# RNAV (GPS) RWY 25

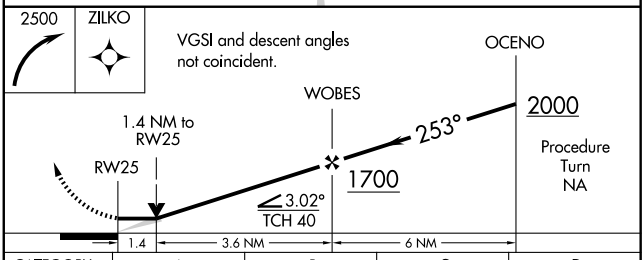
## PILOT POINT (PNP)(PAPN)

If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA.
VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

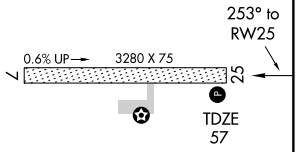
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.375 | 132.9 288.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 483 (500-1) | NA | |
| CIRCLING | 600-1 | 543 (600-1) | NA | |

ELEV 57




MIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

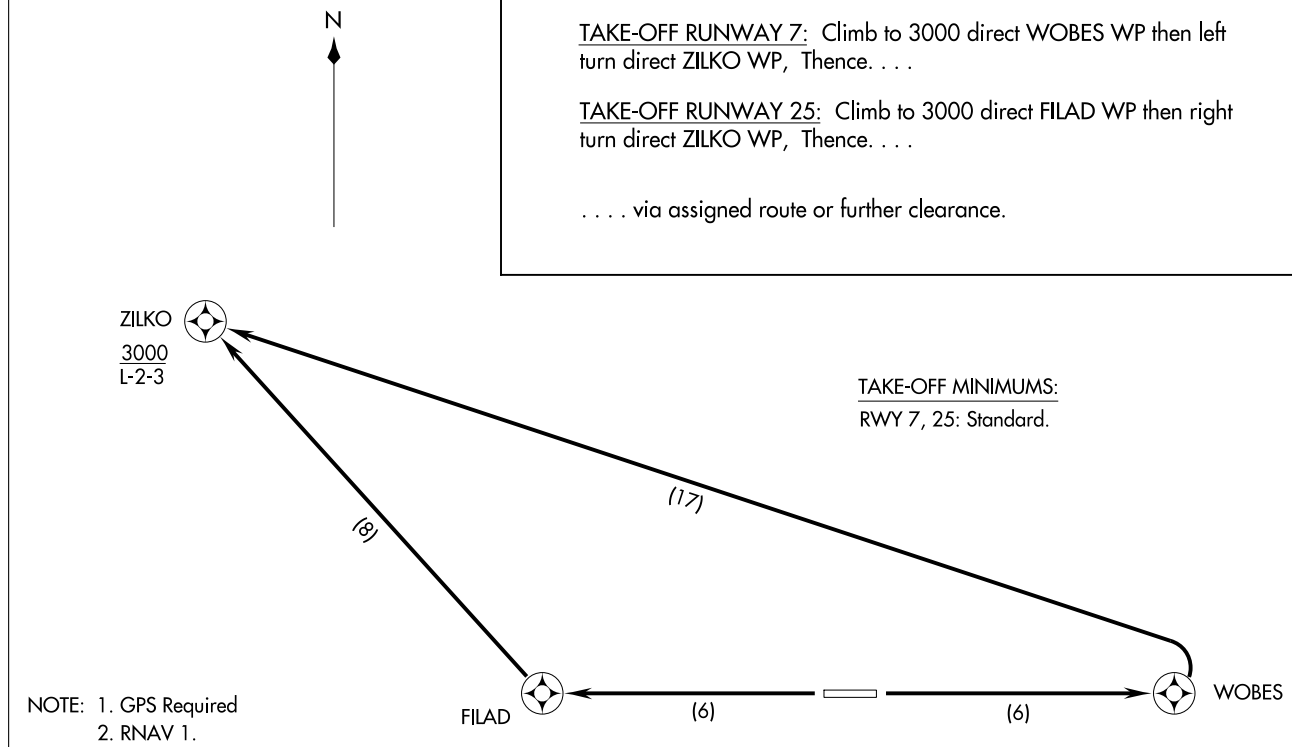
ANCHORAGE CENTER
132.9 288.3

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, Thence. . . .

TAKE-OFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, Thence. . . .

. . . . via assigned route or further clearance.




NOTE: 1. GPS Required
2. RNAV 1.

NOTE: For use by Cat A and B aircraft only.
NOTE: RWY 7: Do not exceed 200 KIAS until ZILKO WP.

NOTE: Chart not to scale.

# RNAV (GPS) RWY 14

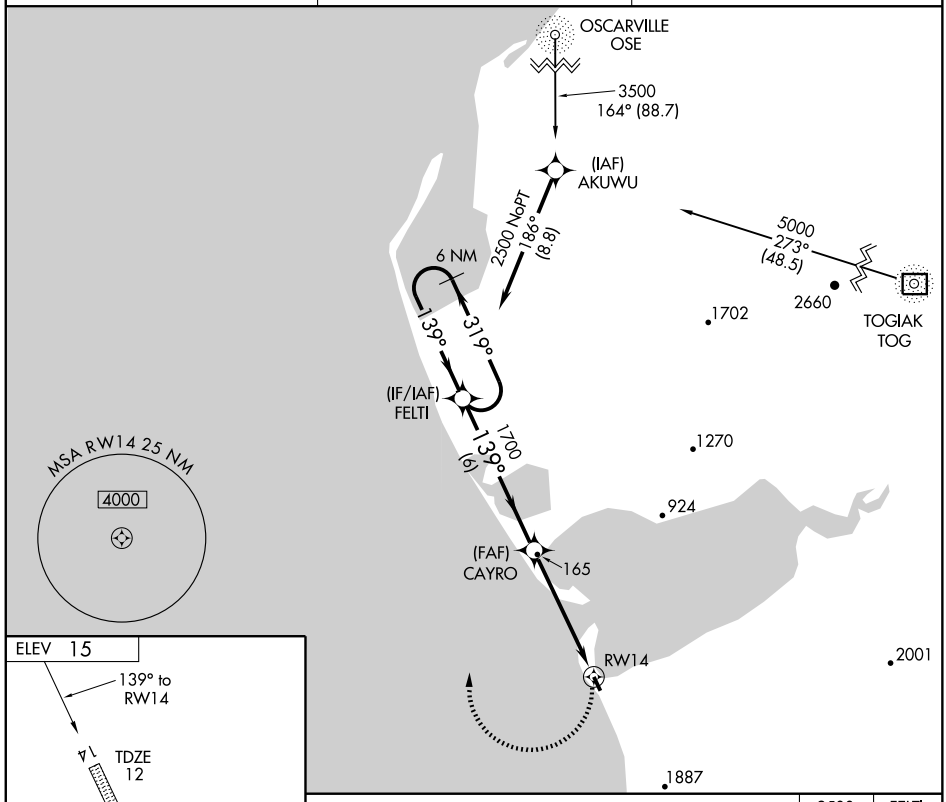
PLATINUM (PTU)(PAPM)

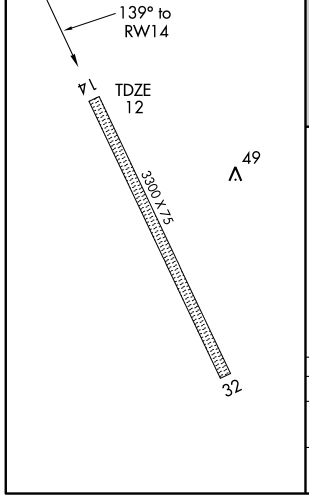
| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 139° | TDZE | 12 |
| | Apt Elev | 15 |

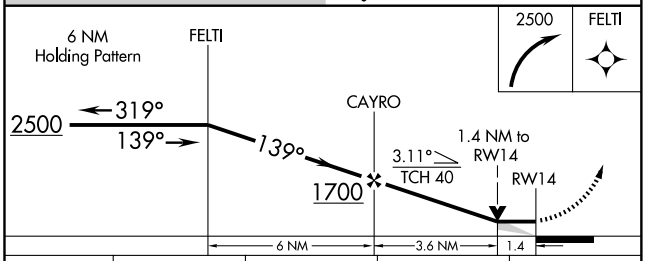
If local altimeter setting not received use Togiak altimeter setting and increase all MDAs 120 feet.
Procedure NA at night. DME/DME RNP- 0.3 NA.
VDP NA with Togiak altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FELTI WP and hold.

| AWOS-3 | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.2 251.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 468 (500-1) | | 480-1¼ 468 (500-1¼) | NA |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| NDB PHO 221 | APP CRS 018° M (201° G) | Rwy Idg 4000<br>TDZE 11<br>Apt Elev 12 |
|---|---|---|

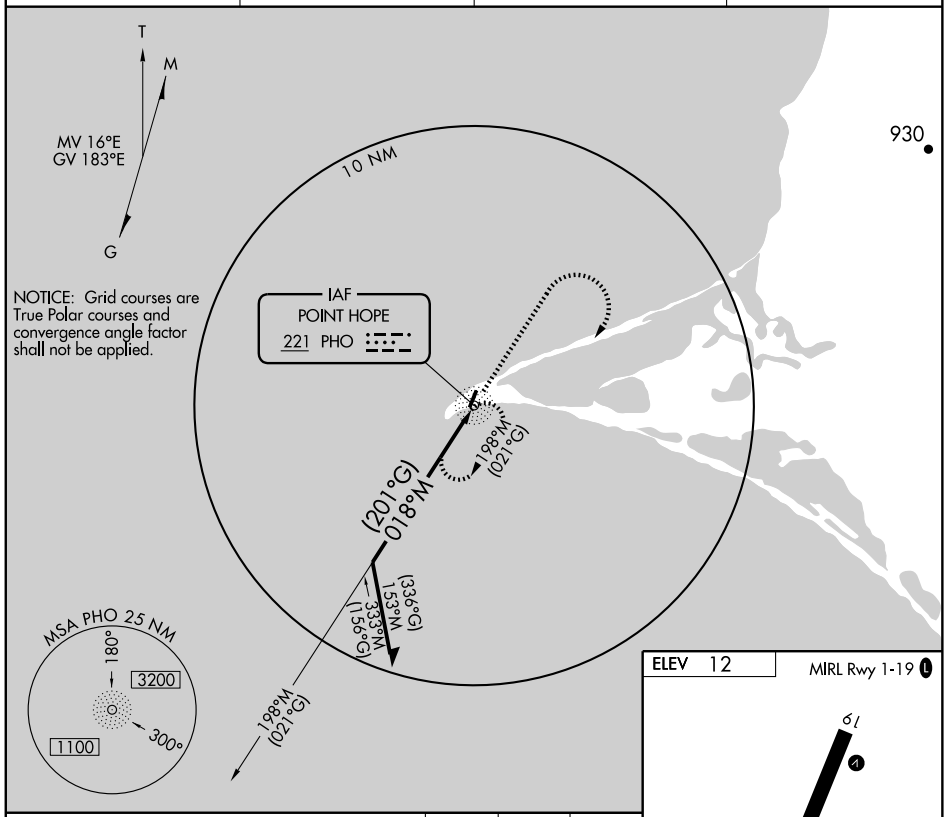
# NDB RWY 1

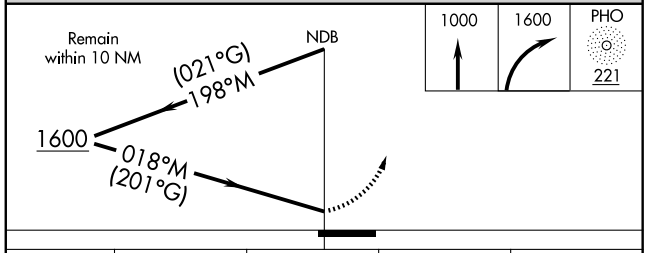
POINT HOPE (PHO) (PAPO)

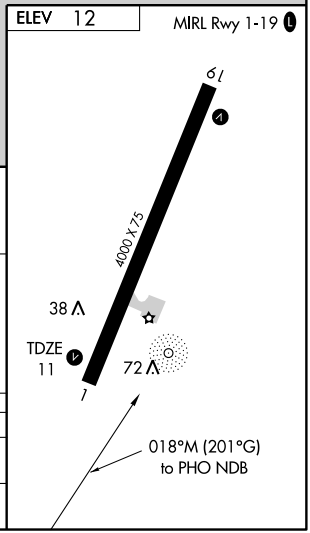
T
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct PHO NDB and hold.

| AWOS-3 | ANCHORAGE CENTER | KOZTEBUE RADIO | CTAF |
|---|---|---|---|
| 118.325 | 119.65 363.25 | 122.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 440-1 429 (500-1) | | 440-1¼ 429 (500-1¼) | 440-1½ 429 (500-1½) |
| CIRCLING | 440-1 428 (500-1) | 480-1 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| NDB PHO 221 | APP CRS 180° M (003° G) | Rwy Idg 4000<br>TDZE 12<br>Apt Elev 12 |
|---|---|---|

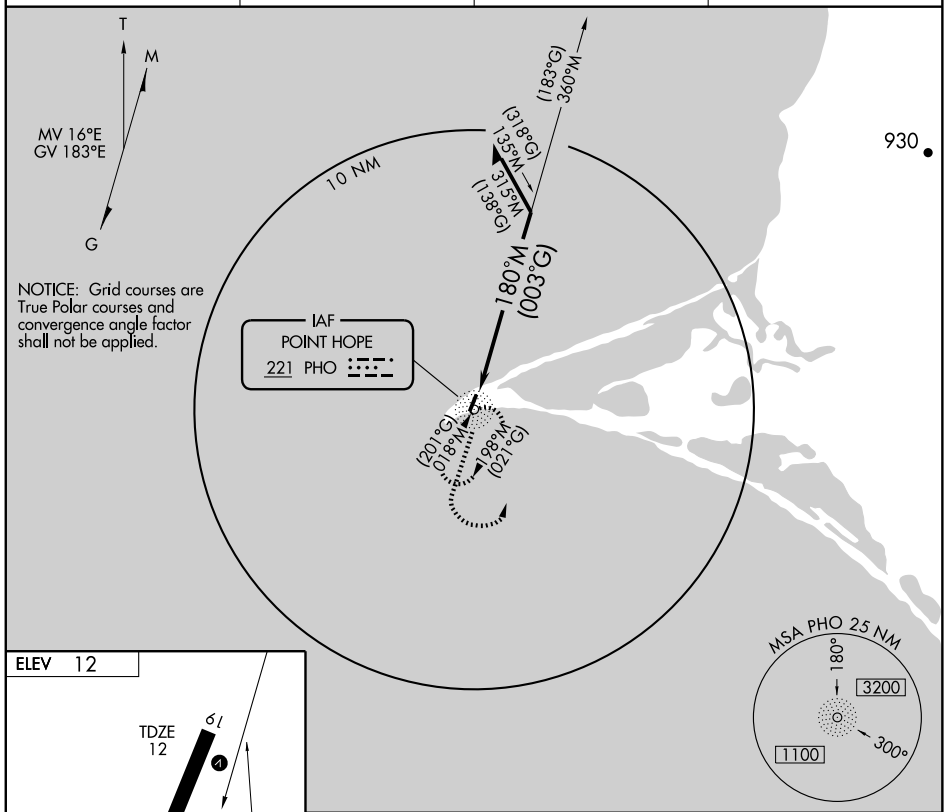
# NDB RWY 19

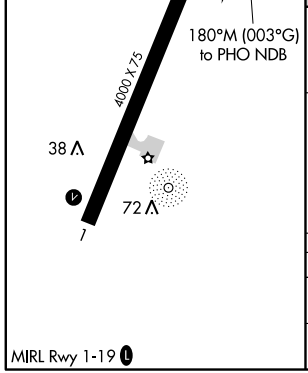
POINT HOPE (PHO) (PAPO)

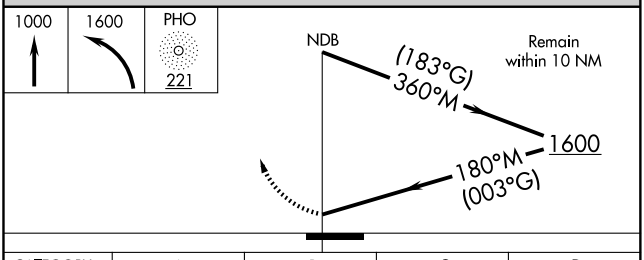
T
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 1600 direct PHO NDB and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 118.325 | 119.65 363.25 | 122.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 440-1 428 (500-1) | | 440-1¼ 428 (500-1¼) | 440-1½ 428 (500-1½) |
| CIRCLING | 440-1 428 (500-1) | 480-1 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

MIRL Rwy 1-19 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 006°M (189°G) | TDZE | 11 |
| | Apt Elev | 12 |

# RNAV (GPS) RWY 1

## POINT HOPE (PHO) (PAPO)

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing right turn to 2800 direct COPOX WP and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 118.325 | 119.65 363.25 | 122.25 | 122.8 L |

1303

4100 to FENOM
183°M
(006°G)
(45.5)

CAPE LISBURNE
LUR

4 NM

(182°G) 359°M

179°M (002°G)

COPOX

T
M
MV 16°E
GV 183°E
G

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

RW01

MSA RW01 25 NM
3200

(FAF)
EKERE

1600
006°M
(189°G)
(5)

ZORNA

2300
277°M
(100°G)
(6)

(IAF)
FENOM

2800
270°M
(093°G)
(18.5)

SUGRE

ELEV 12

19

4000 X 75

38

TDZE
11

72

1

006°M (189°G)
to RW01

MIRL Rwy 1-19 L

ZORNA

VGSI and descent angles not coincident.

800 | 2800 | COPOX

2300

(189°G)
006°M

EKERE

Procedure
Turn
NA

1600

1 NM to
RW01

RW01

3.01°
TCH 45

5 NM | 3.9 NM | 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 340-1 329 (400-1) | | | |
| CIRCLING | 380-1<br>368 (400-1) | 480-1<br>468 (500-1) | 480-1½<br>468 (500-1½) | 580-2<br>568 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 186°M (009°G) | TDZE | 12 |
| | Apt Elev | 12 |

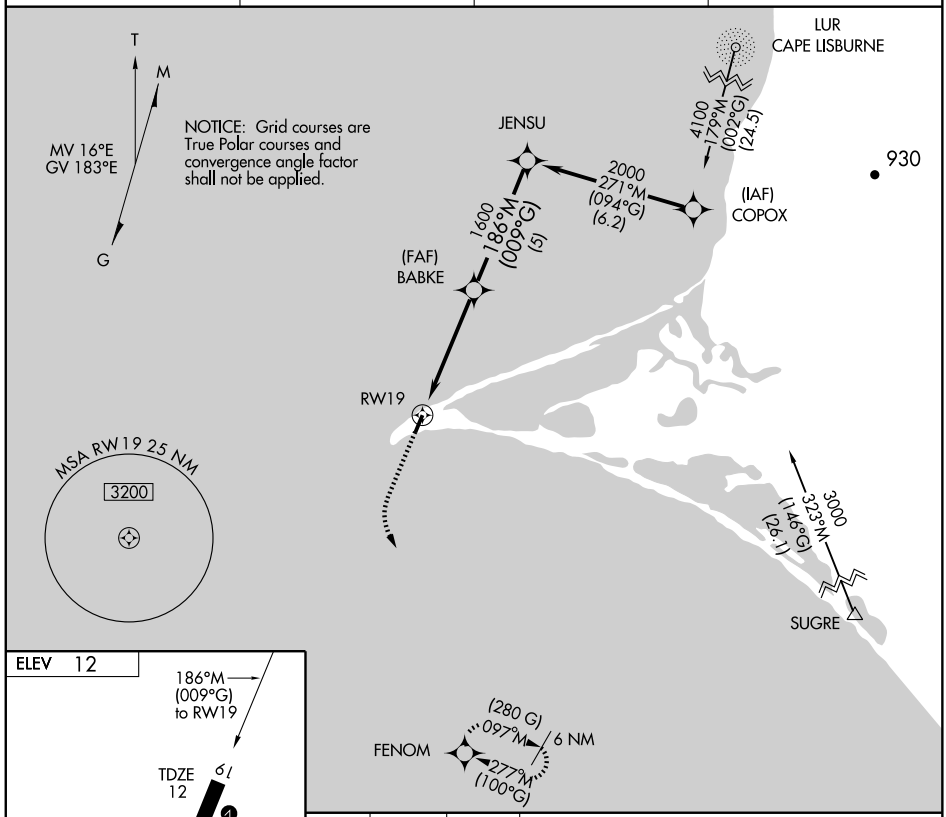
# RNAV (GPS) RWY 19

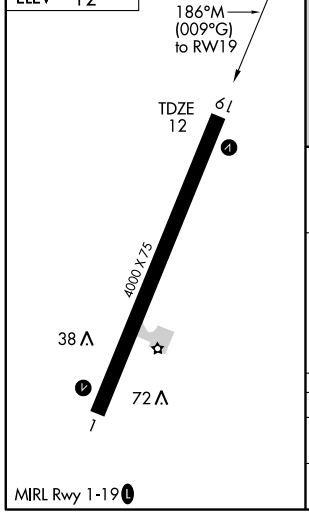
## POINT HOPE (PHO) (PAPO)

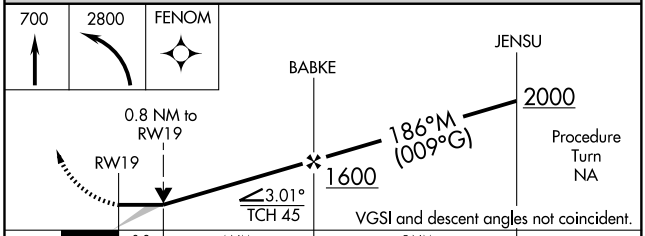
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700, then climbing left turn to 2800 direct FENOM WP and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF |
|---|---|---|---|
| 118.325 | 119.65 363.25 | 122.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 300-1 288 (300-1) | | | |
| CIRCLING | 380-1 368 (400-1) | 480-1 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

MIRL Rwy 1-19 L

AK. 08 APR 2010 to 03 JUN 2010

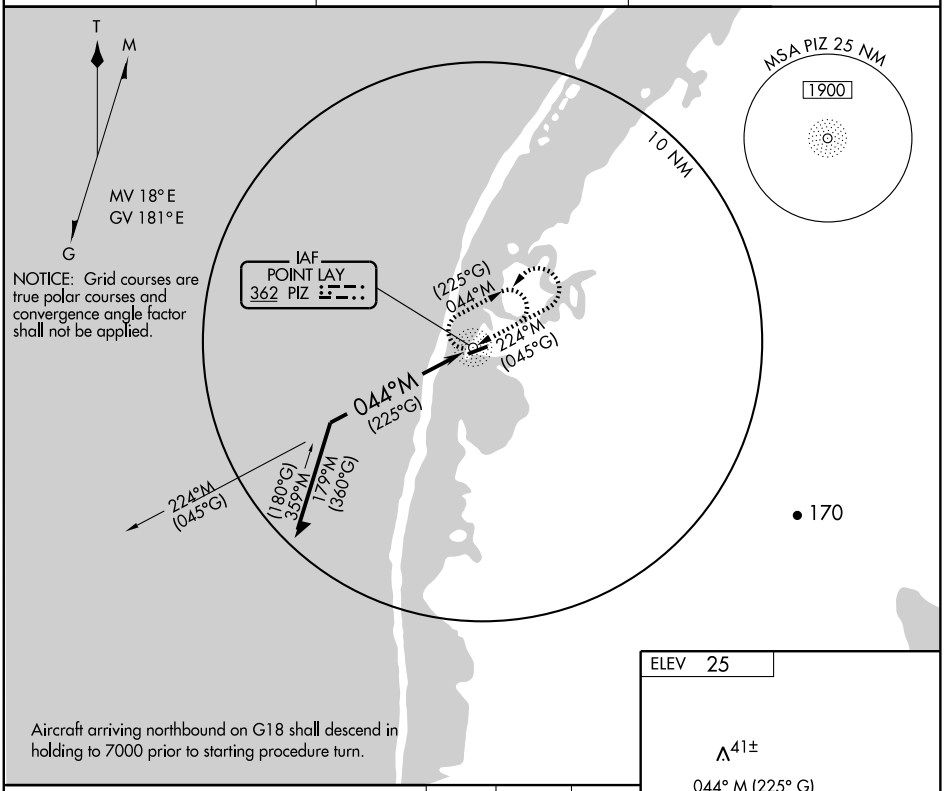
| NDB PIZ 362 | APP CRS 044° M (225° G) | Rwy Idg 4500<br>TDZE 25<br>Apt Elev 25 |
|---|---|---|

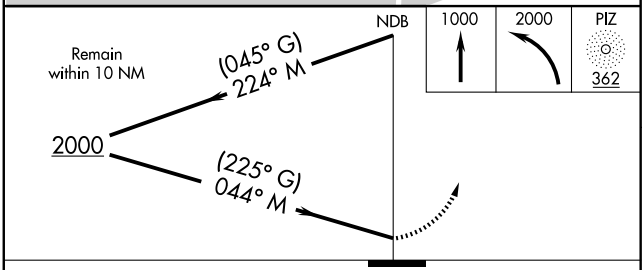
# NDB RWY 5

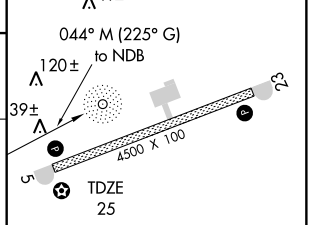
## POINT LAY LRRS (PIZ) (PPIZ)

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct PIZ NDB and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 119.65 363.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 520-1 | 495 (500-1) | 520-1¼<br>495 (500-1¼) | NA |
| CIRCLING | 520-1 | 495 (500-1) | 520-1½<br>495 (500-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK. 08 APR 2010 to 03 JUN 2010

POINT LAY, ALASKA

AL-2303 (FAA)

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 053° M (231° G) | TDZE | 22 |
| | Apt Elev | 25 |

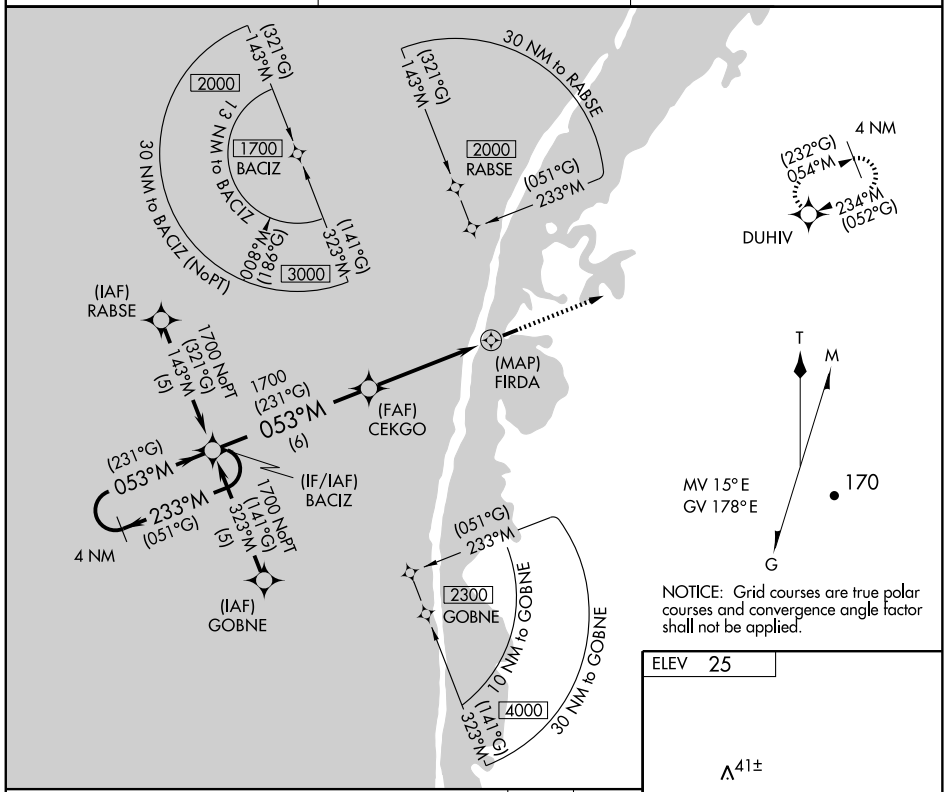
# RNAV (GPS) RWY 5

## POINT LAY LRRS (PIZ)(PPIZ)

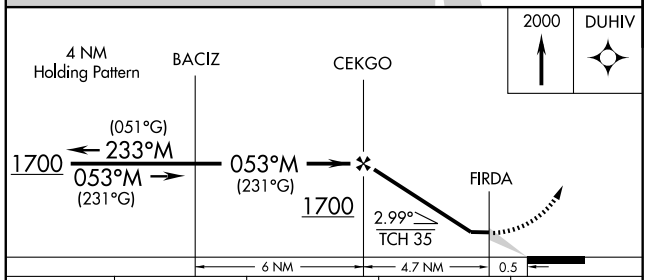
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

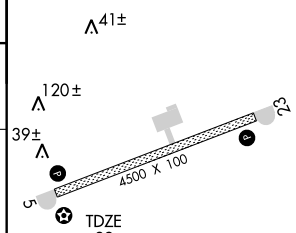
MISSED APPROACH: Climb to 2000 direct DUHIV and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 119.65 363.25 | 122.8 L |




NOTICE: Grid courses are true polar courses and convergence angle factor shall not be applied.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 340-1 318 (400-1) | | | NA |
| CIRCLING | 400-1 375 (400-1) | 480-1 455 (500-1) | 480-1½ 455 (500-1½) | NA |

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK. 08 APR 2010 to 03 JUN 2010

POINT LAY, ALASKA

AL-2303 (FAA)

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 234° M | TDZE | 18 |
| (052° G) | Apt Elev | 25 |

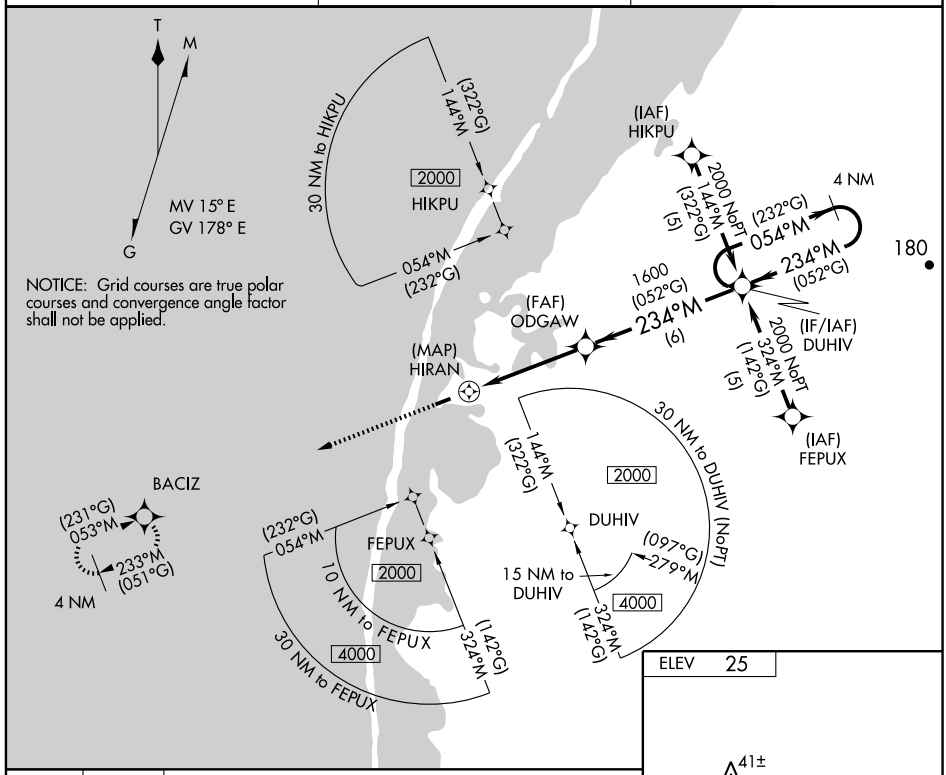
# RNAV (GPS) RWY 23

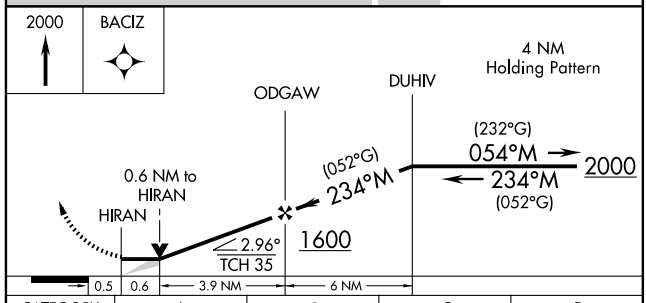
## POINT LAY LRRS (PIZ)(PPIZ)

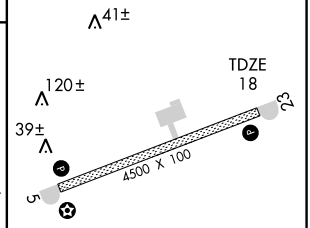
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct BACIZ and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.65 | 119.65 363.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 382 (400-1) | | | NA |
| CIRCLING | 400-1<br>375 (400-1) | 480-1<br>455 (500-1) | 480-1½<br>455 (500-1½) | NA |

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK. 08 APR 2010 to 03 JUN 2010

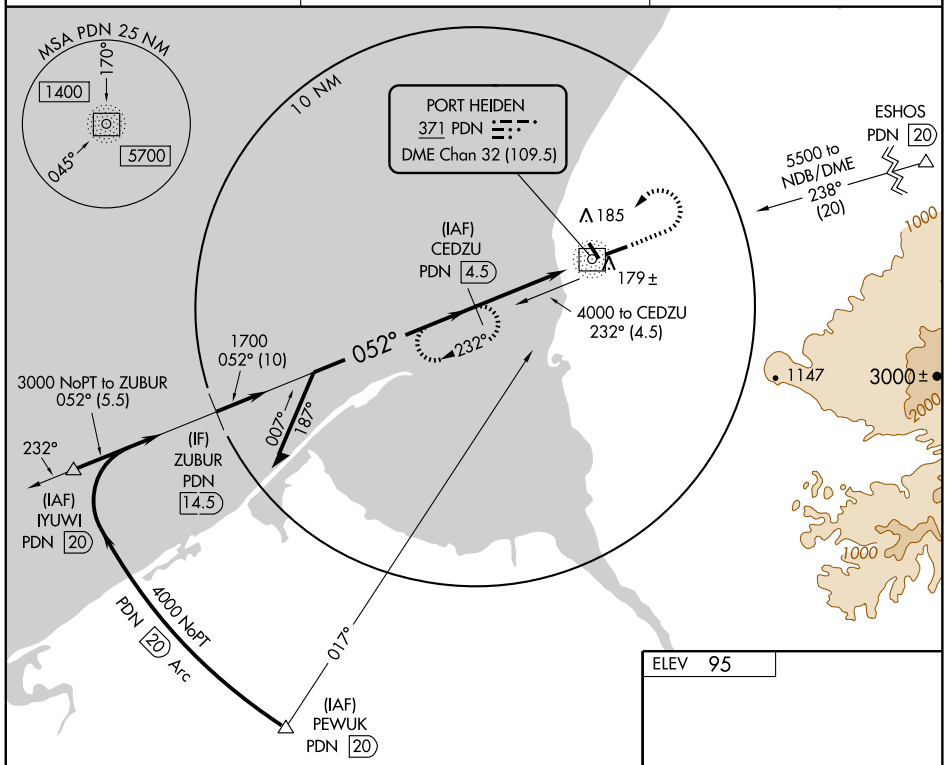
| NDB/DME PDN 371 Chan 32 (109.5) | APP CRS 052° | Rwy Idg 5000 TDZE 93 Apt Elev 95 |
|---|---|---|

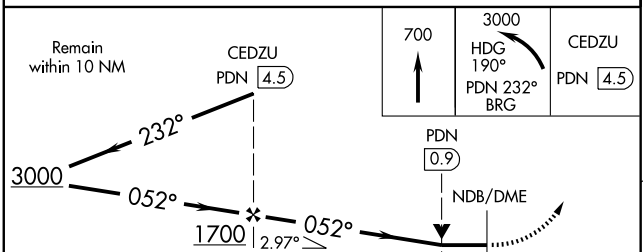
# NDB/DME RWY 5
## PORT HEIDEN (PTH)(PAPH)

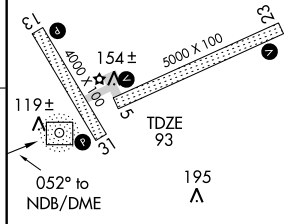
▼ If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.
▲ NA VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.4 | 132.9 288.3 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 540-1 447 (500-1) | | 540-1¼ 447 (500-1¼) | 540-1½ 447 (500-1½) |
| CIRCLING | 540-1 445 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwys 5 and 13 L
MIRL Rwys 5-23 and 13-31 L

AK, 08 APR 2010 to 03 JUN 2010

| NDB/DME PDN 371 Chan 32 (109.5) | APP CRS 143° | Rwy Idg 4000 TDZE 85 Apt Elev 95 |
|---|---|---|

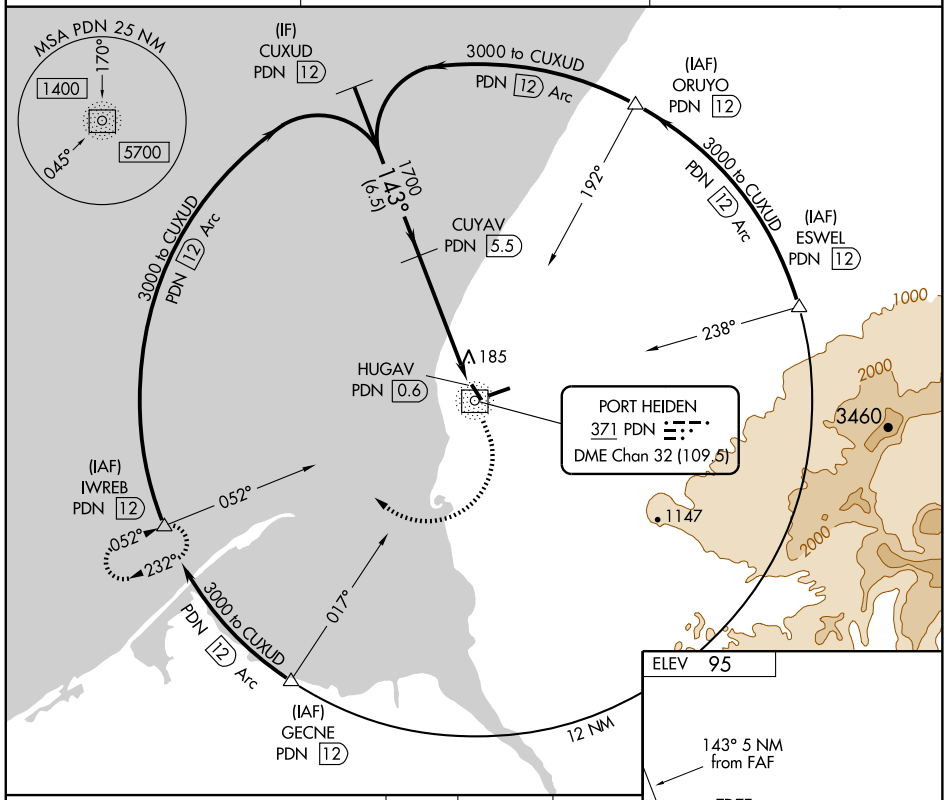
# NDB/DME RWY 13

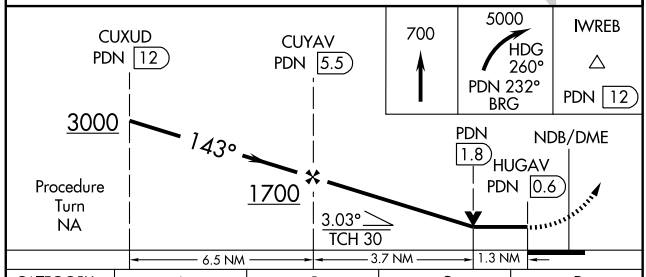
## PORT HEIDEN (PTH)(PAPH)

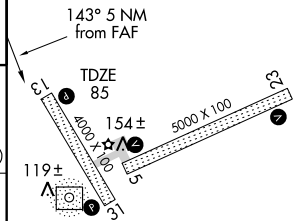
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA when using Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 5000 via heading 260° and PDN NDB/DME 232° bearing to IWREB/12 DME and hold, continue climb-in-hold to 5000.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.4 | 132.9 288.3 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 500-1 415 (500-1) | | 500-1¼ 415 (500-1¼) | |
| CIRCLING | 500-1 405 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwys 5 and 13 L
MIRL Rwys 5-23 and 13-31 L

AK, 08 APR 2010 to 03 JUN 2010

PORT HEIDEN, ALASKA

AL-1240 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 054° | TDZE | 93 |
| | Apt Elev | 95 |

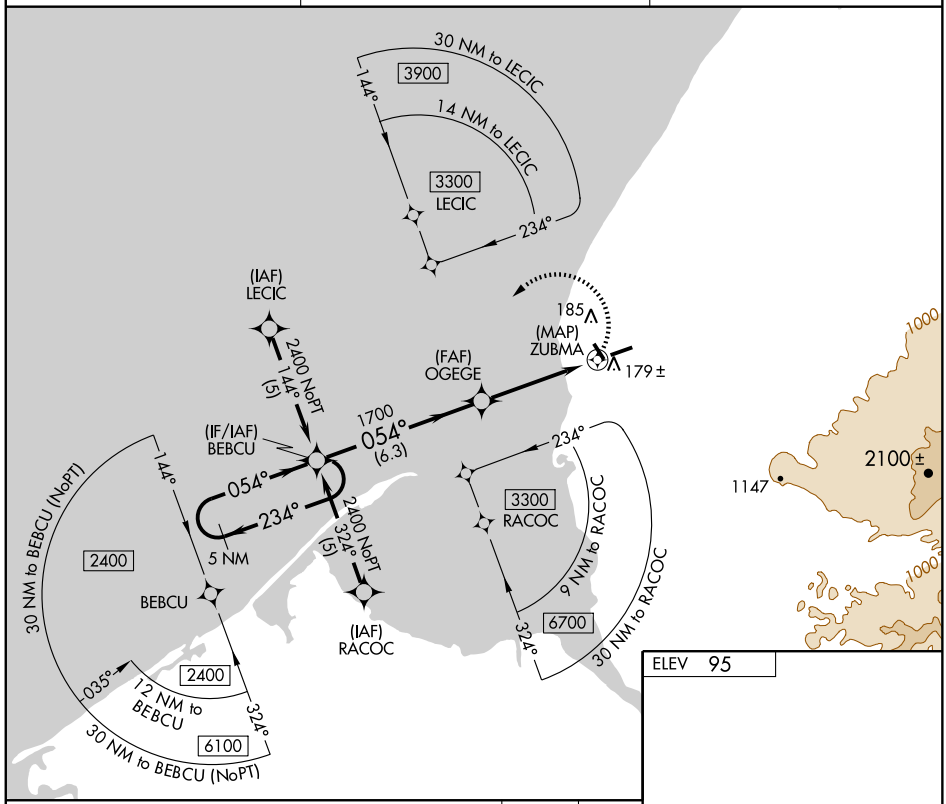
# RNAV (GPS) RWY 5

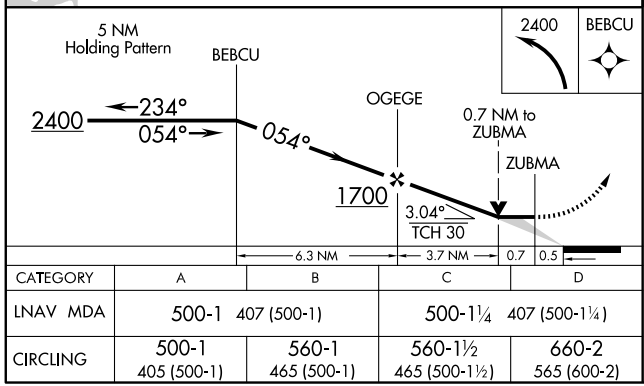
## PORT HEIDEN (PTH)(PAPH)

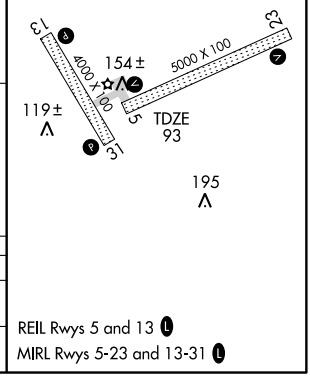
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2400 direct BEBCU and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.4 | 132.9 288.3 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 407 (500-1) | | 500-1¼ 407 (500-1¼) | |
| CIRCLING | 500-1<br>405 (500-1) | 560-1<br>465 (500-1) | 560-1½<br>465 (500-1½) | 660-2<br>565 (600-2) |

REIL Rwys 5 and 13 L

MIRL Rwys 5-23 and 13-31 L

AK, 08 APR 2010 to 03 JUN 2010

PORT HEIDEN, ALASKA

AL-1240 (FAA)

# RNAV (GPS) RWY 13

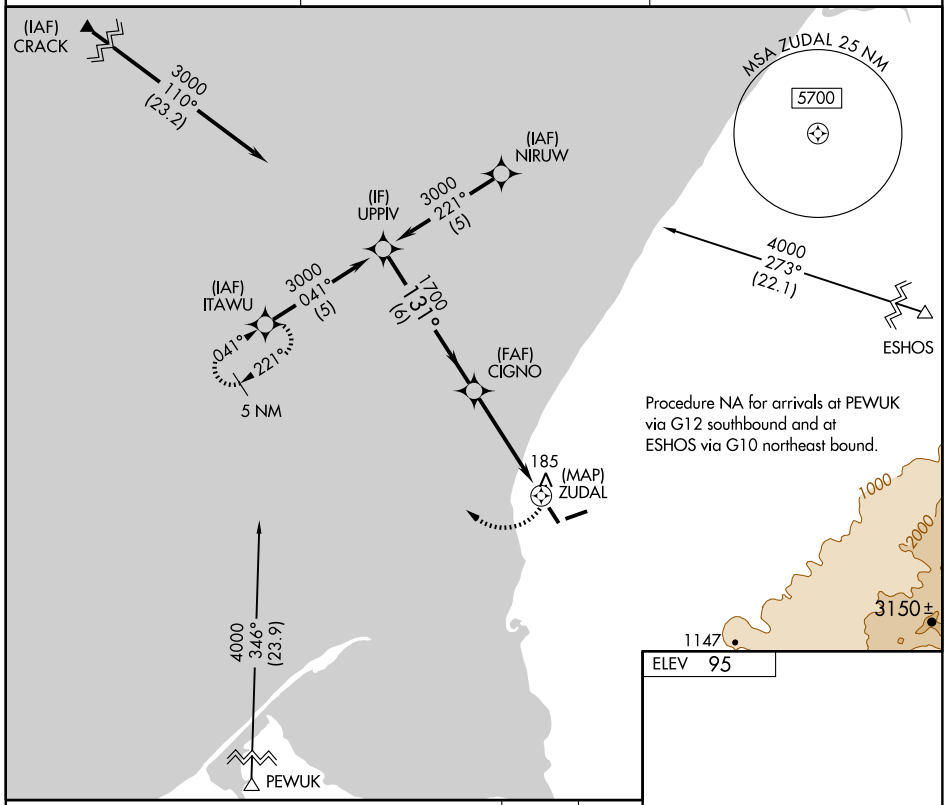
## PORT HEIDEN (PTH)(PAPH)

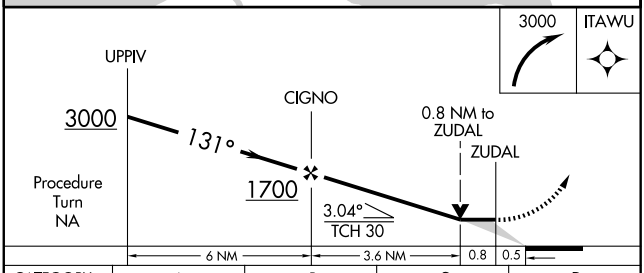
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 131° | TDZE | 85 |
| | Apt Elev | 95 |

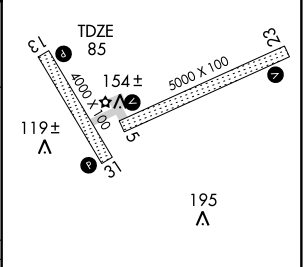
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ITAWU and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.4 | 132.9 288.3 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 415 (500-1) | | 500-1¼ 415 (500-1¼) | |
| CIRCLING | 500-1 405 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwys 5 and 13 (L)

MIRL Rwys 5-23 and 13-31 (L)

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# RNAV (GPS) RWY 12

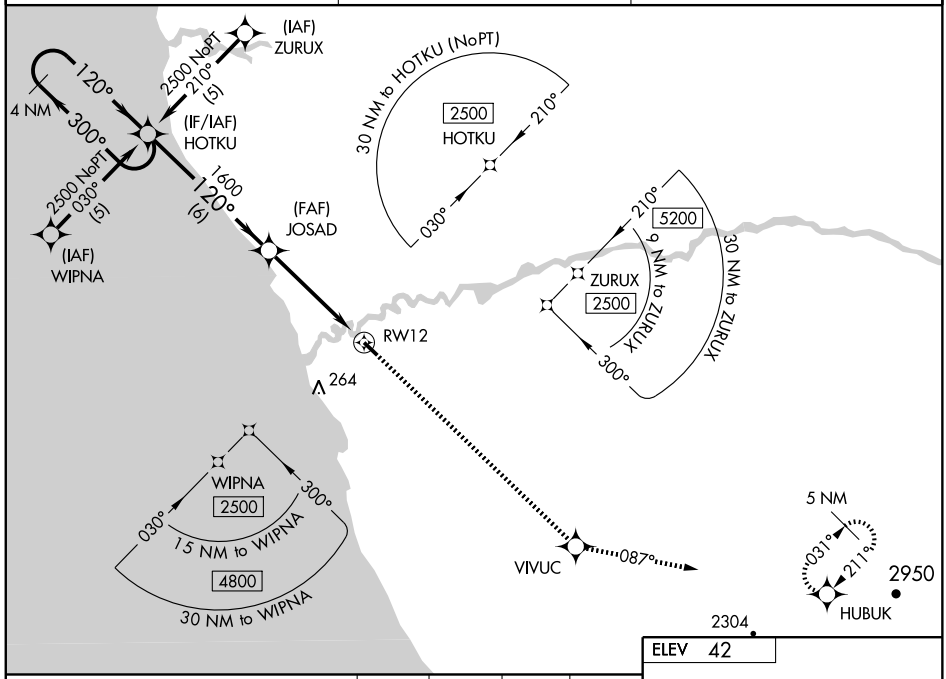
## QUINHAGAK (AQH) (PAQH)

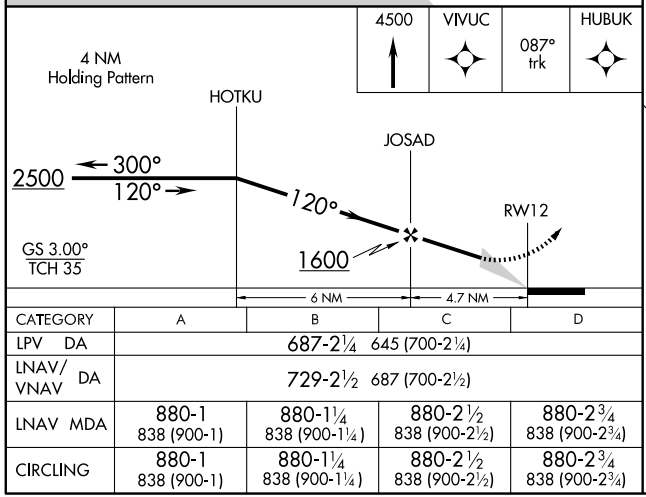
| WAAS CH 99311 W12A | APP CRS 120° | Rwy Idg 4000 TDZE 42 Apt Elev 42 |
|---|---|---|

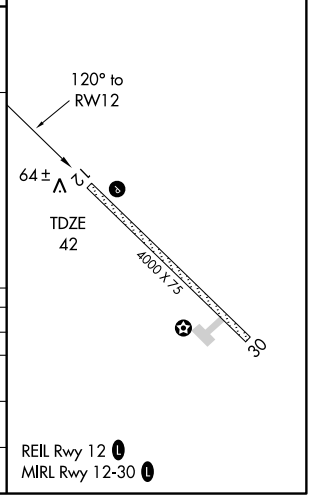
T NA W — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Platinum altimeter setting.

MISSED APPROACH: Climb to 4500 direct VIVUC and via 087° track to HUBUK and hold, continue climb-in-hold to 4500.

| PLATINUM AWOS-3 | BETHEL RADIO | UNICOM |
|---|---|---|
| 118.375 | 122.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 687-2¼ 645 (700-2¼) | | | |
| LNAV/VNAV DA | 729-2½ 687 (700-2½) | | | |
| LNAV MDA | 880-1 838 (900-1) | 880-1¼ 838 (900-1¼) | 880-2½ 838 (900-2½) | 880-2¾ 838 (900-2¾) |
| CIRCLING | 880-1 838 (900-1) | 880-1¼ 838 (900-1¼) | 880-2½ 838 (900-2½) | 880-2¾ 838 (900-2¾) |

REIL Rwy 12 L
MIRL Rwy 12-30 L

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| WAAS CH 58310 W30A | APP CRS 300° | Rwy Idg 4000 TDZE 42 Apt Elev 42 |
|---|---|---|

# RNAV (GPS) RWY 30

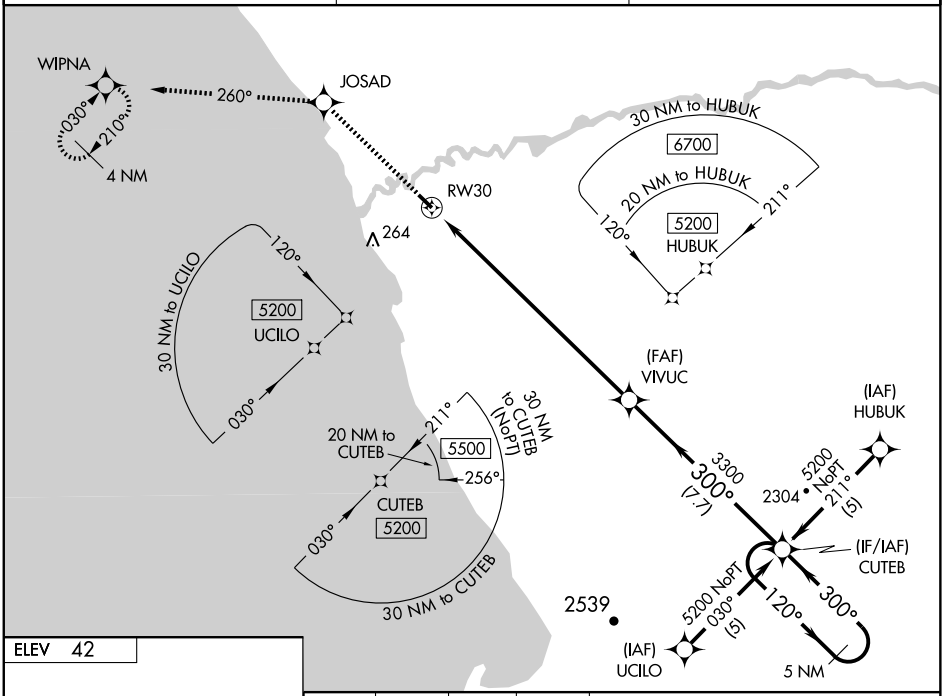
QUINHAGAK (AQH) (PAQH)

T
A NA
W

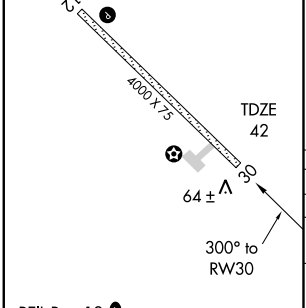
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Use Platinum altimeter setting.

MISSED APPROACH: Climb to 2500 direct JOSAD and via 260° track to WIPNA and hold.

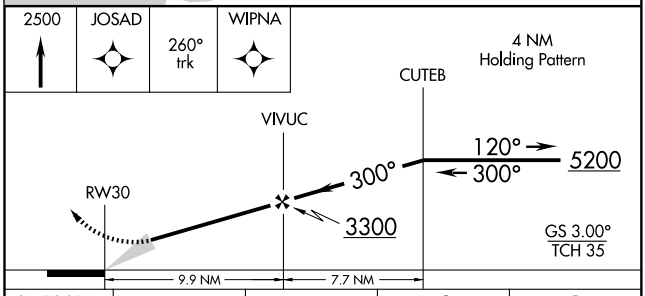
| PLATINUM AWOS-3 | BETHEL RADIO | UNICOM |
|---|---|---|
| 118.375 | 122.1 | 122.8 (CTAF) L |




ELEV 42

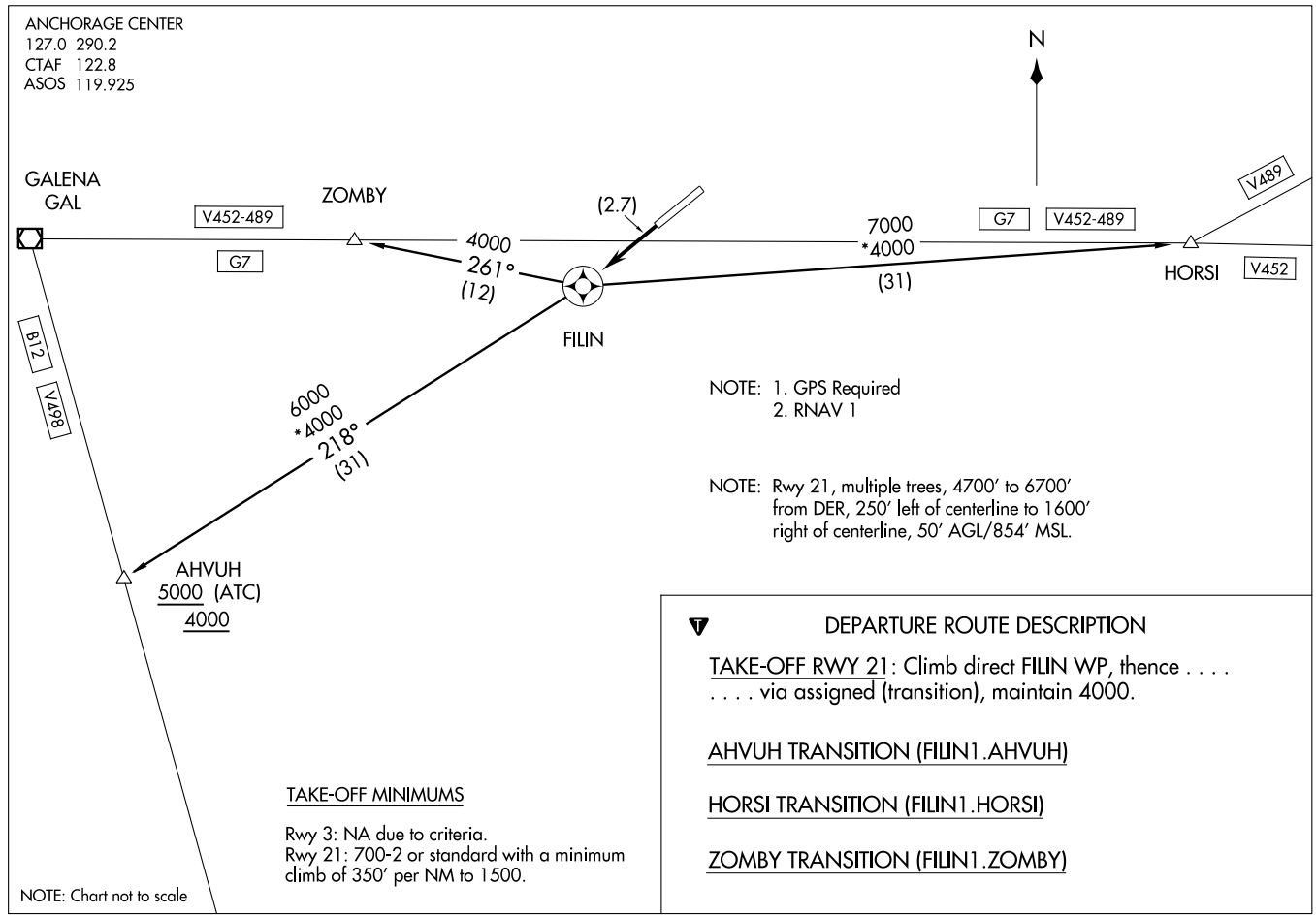



REIL Rwy 12 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 687-2¼ 645 (700-2¼) | | | |
| LNAV/VNAV DA | 729-2½ 687 (700-2½) | | | |
| LNAV MDA | 1100-1¼ 1058 (1100-1¼) | 1100-1½ 1058 (1100-1½) | 1100-3 1058 (1100-3) | |
| CIRCLING | 1100-1¼ 1058 (1100-1¼) | 1100-1½ 1058 (1100-1½) | 1100-3 1058 (1100-3) | |

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# FILIN ONE DEPARTURE (RNAV)

(FILIN1.FILIN) 09183

SL-10166 (FAA)

RUBY (RBY)(PARY)

RUBY, ALASKA

# RNAV (GPS) RWY 3

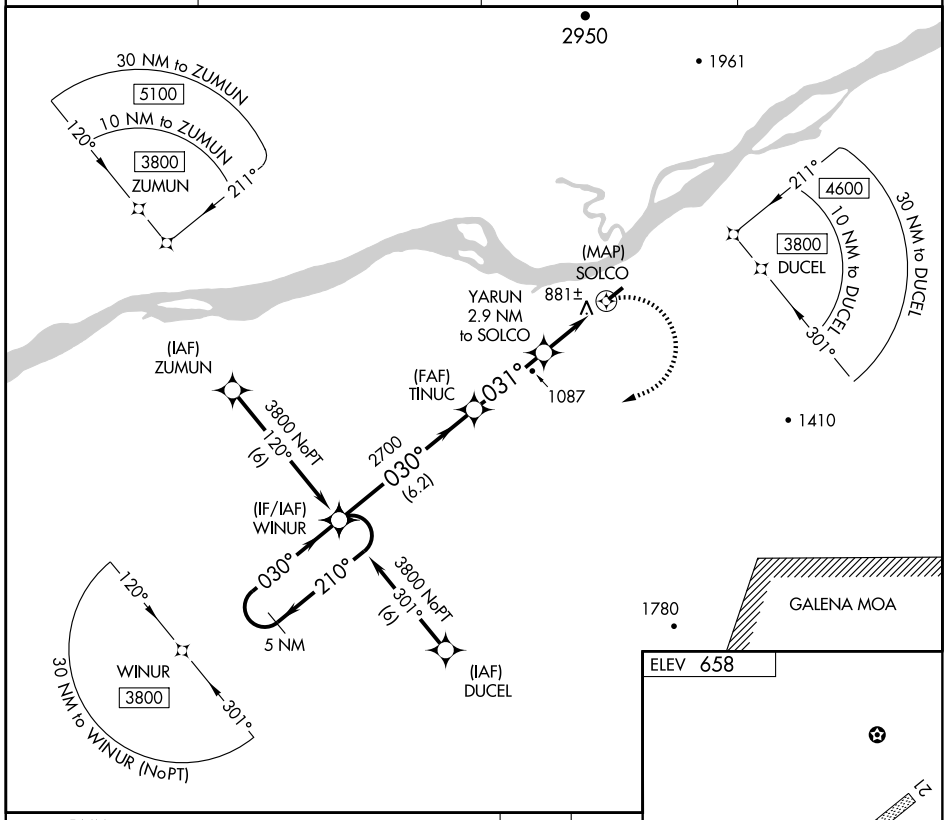
RUBY (RBY) (PARY)

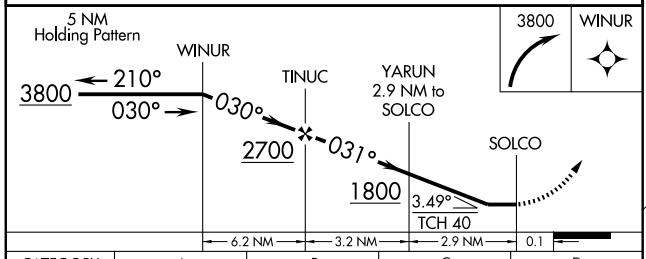
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 031° | TDZE | 648 |
| | Apt Elev | 658 |

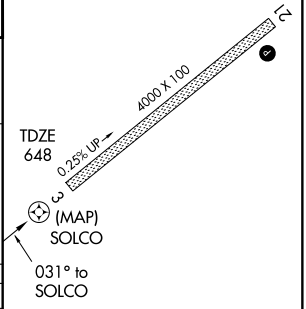
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Galena altimeter setting and increase all MDAs 340 feet.

MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.

| ASOS | ANCHORAGE CENTER | RUBY RADIO | CTAF |
|---|---|---|---|
| 119.925 | 127.0 290.2 | 122.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 612 (700-1) | | 1260-1¾ 612 (700-1¾) | NA |
| CIRCLING | 1260-1 602 (700-1) | | 1260-1¾ 602 (700-1¾) | NA |

REIL Rwy 21 L

MIRL Rwy 03-21 L

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| WAAS CH 77807 W21A | APP CRS 211° | Rwy Idg 4000<br>TDZE 658<br>Apt Elev 658 |
|---|---|---|

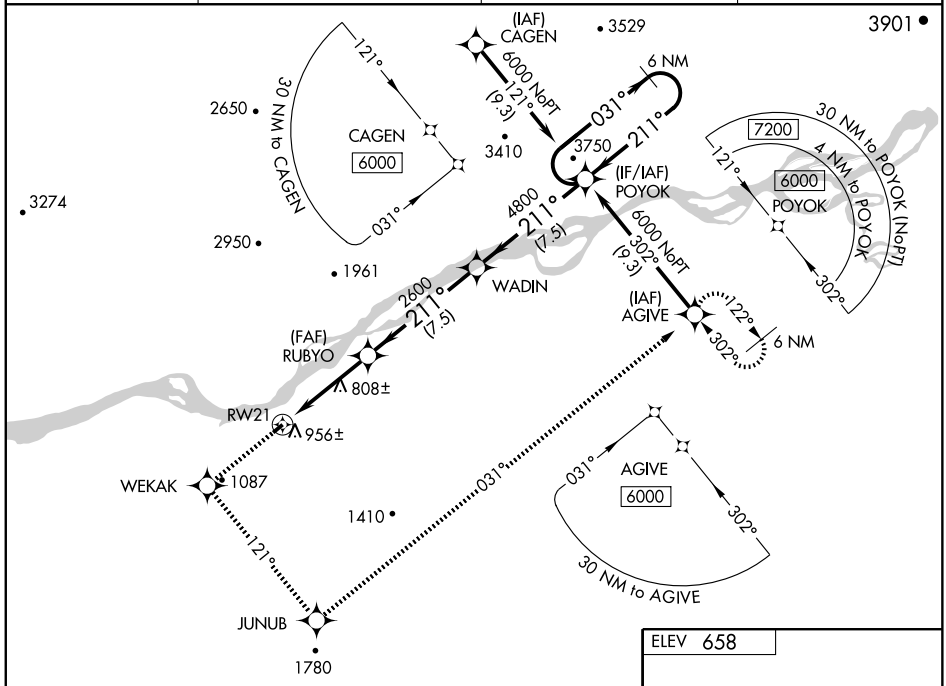
# RNAV (GPS) RWY 21

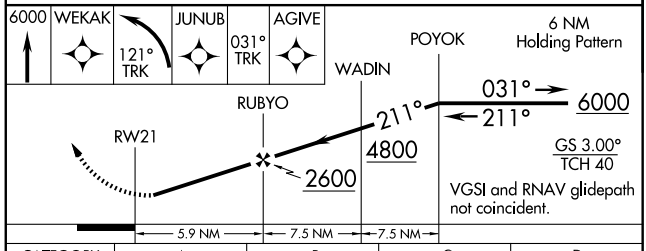
RUBY (RBY) (PARY)

Baro-VNAV NA when using Galena altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet; increase LPV visibility all Cats and LNAV Cat C 1¼ mile, LNAV/ VNAV all Cats visibility 2 miles, LNAV Cats A/B and circling Cats A/B visibility ¼ mile, circling Cat C visibility 1 mile.

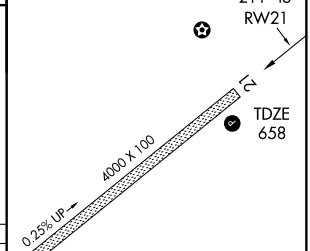
MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

| ASOS | ANCHORAGE CENTER | RUBY RADIO | CTAF |
|---|---|---|---|
| 119.925 | 127.0 290.2 | 122.25 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 919-1 261 (300-1) | | | NA |
| LNAV/ VNAV DA | 1199-2 541 (600-2) | | | NA |
| LNAV MDA | 1220-1 562 (600-1) | | 1220-1½ 562 (600-1½) | NA |
| CIRCLING | 1260-1 602 (700-1) | | 1260-1¾ 602 (700-1¾) | NA |



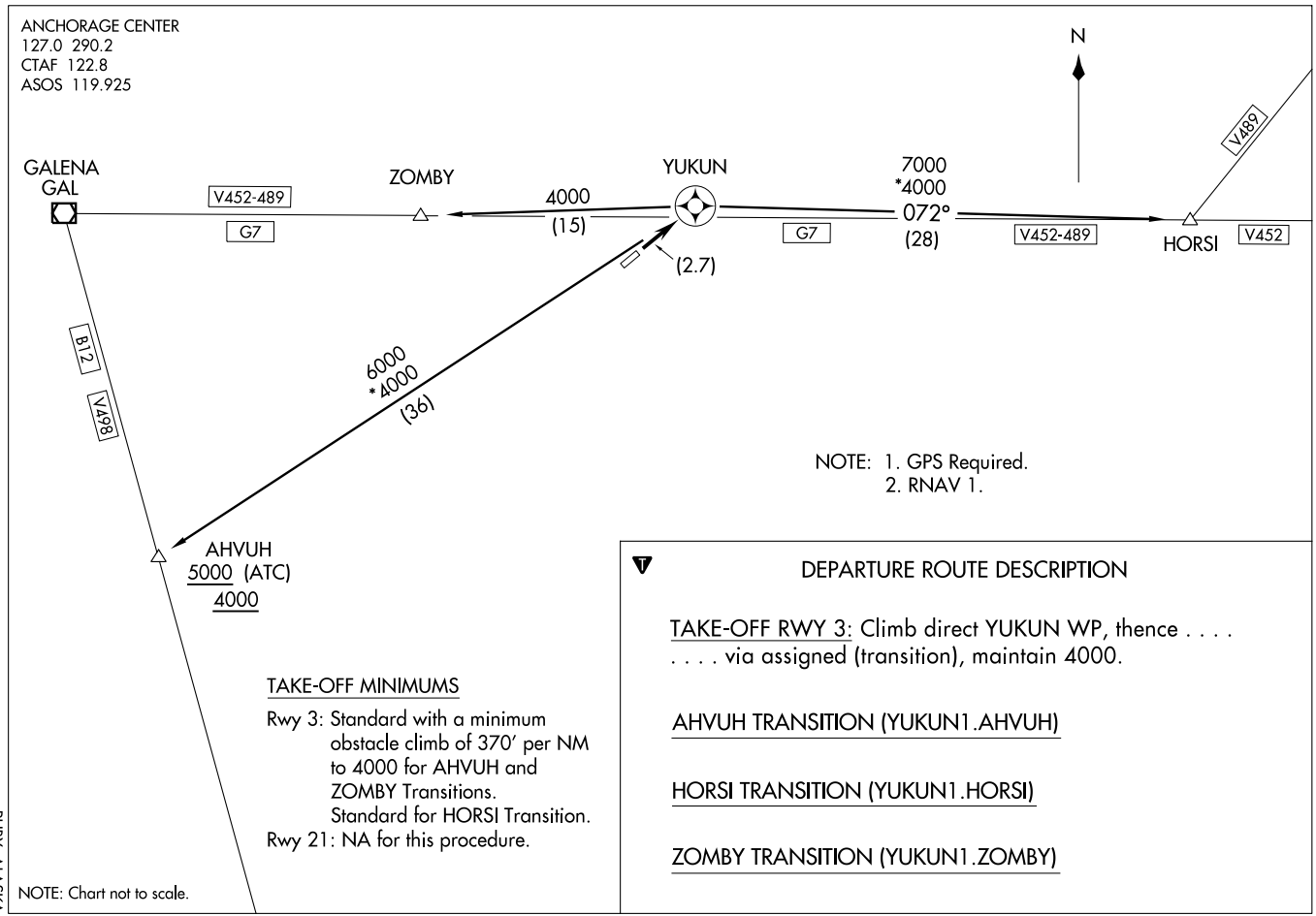

REIL Rwy 21 L

MIRL Rwy 03-21 L

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# YUKUN ONE DEPARTURE (RNAV)





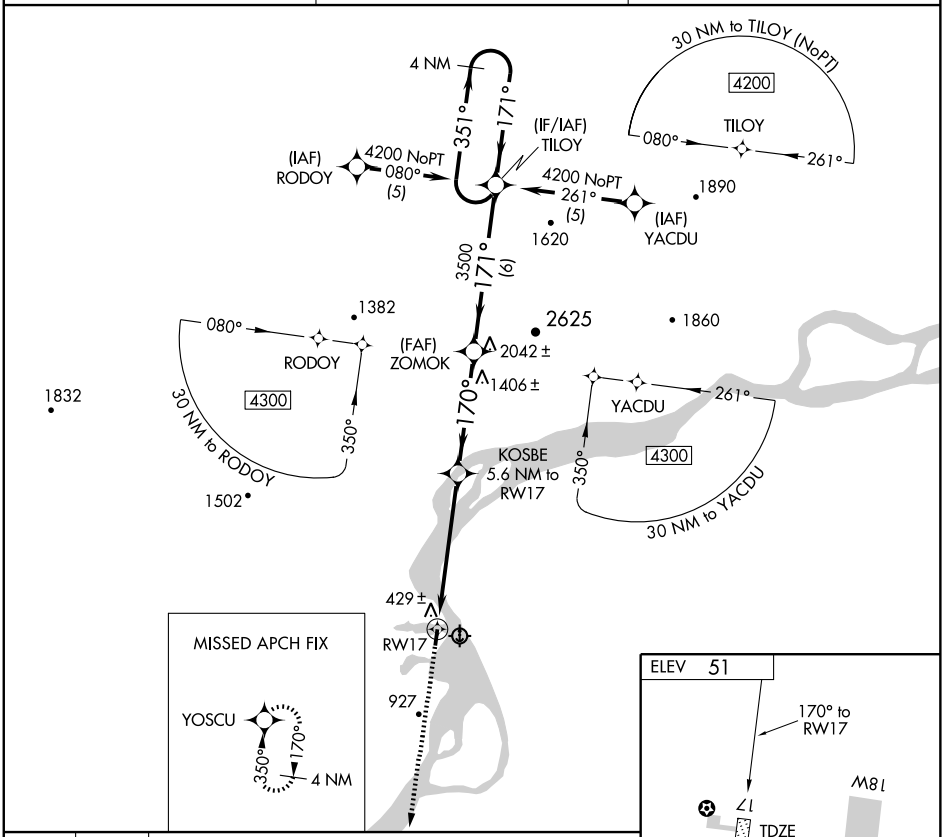
| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 170° | TDZE | 51 |
| | Apt Elev | 51 |

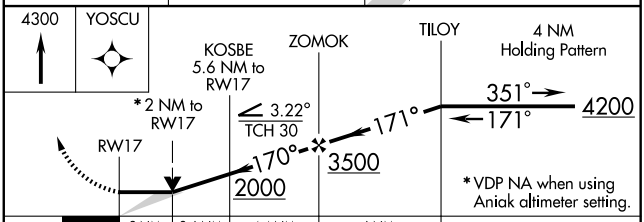
# RNAV (GPS) RWY 17
## RUSSIAN MISSION (RSH) (PARS)

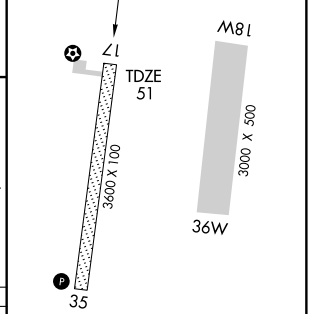
DME/DME RNP-0.3 NA.
Circling Rwy 35 NA at night. If local altimeter not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct YOSCU and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.375 | 118.15 251.05 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1<br>709 (800-1) | 760-1¼<br>709 (800-1¼) | NA | |
| CIRCLING | 760-1<br>709 (800-1) | 760-1¼<br>709 (800-1¼) | NA | |

REIL Rwy 17-35 L
MIRL Rwy 17-35 L

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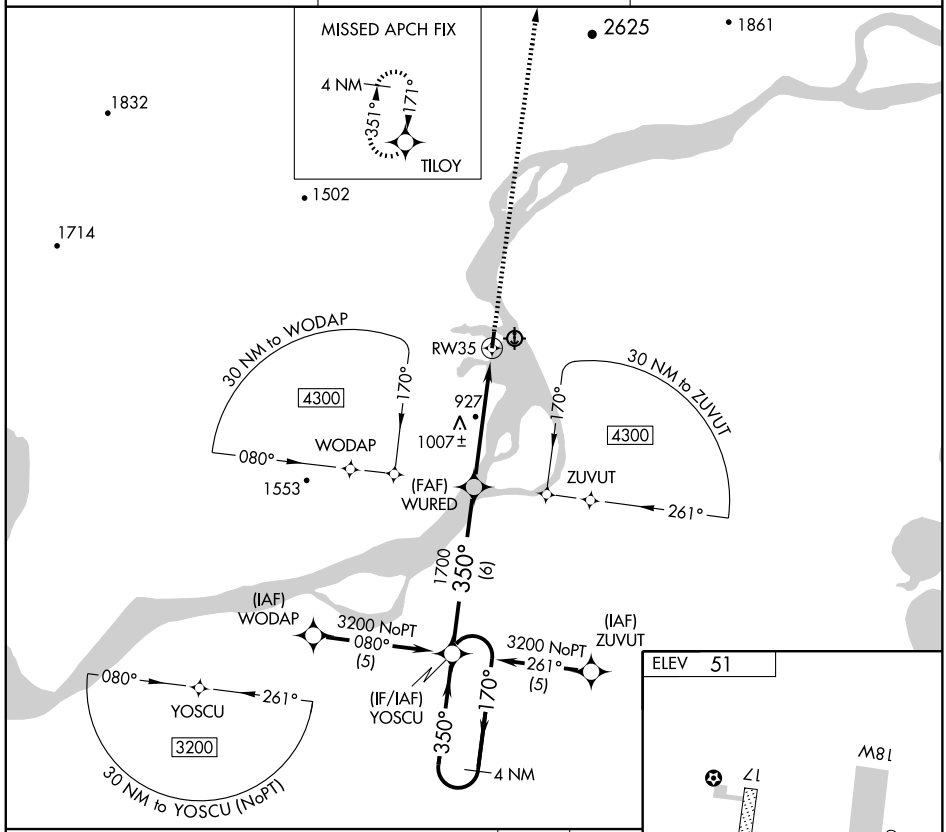
| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 350° | TDZE | 51 |
| | Apt Elev | 51 |

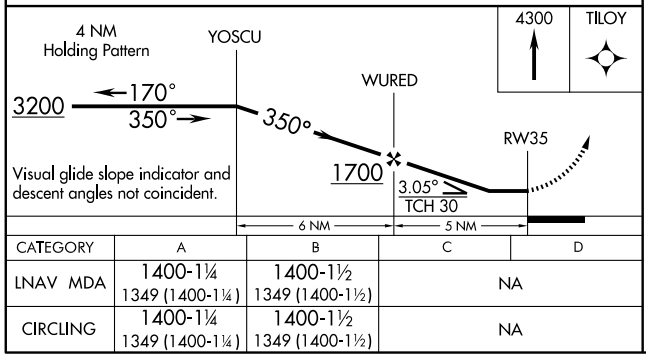
# RNAV (GPS) RWY 35
## RUSSIAN MISSION (RSH)(PARS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-In/Circling Rwy 35 procedure NA at night. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 140 feet.

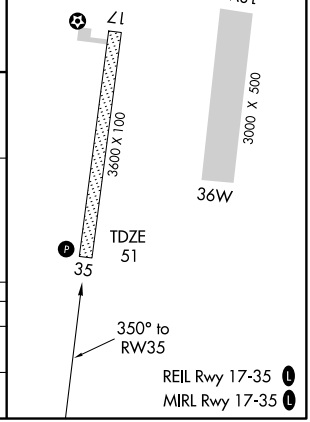
MISSED APPROACH: Climb to 4300 direct TILOY and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.375 | 118.15 251.05 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1¼<br>1349 (1400-1¼) | 1400-1½<br>1349 (1400-1½) | NA | |
| CIRCLING | 1400-1¼<br>1349 (1400-1¼) | 1400-1½<br>1349 (1400-1½) | NA | |

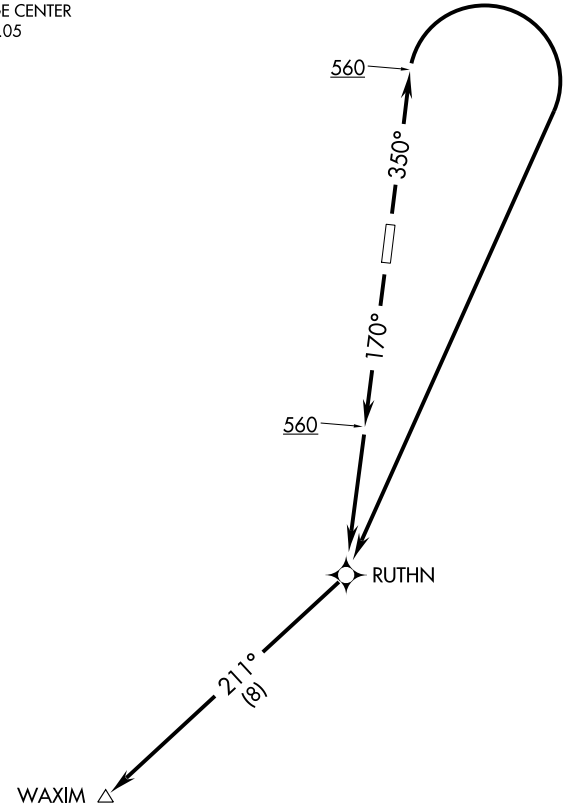



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# WAXIM ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
118.15 251.05
CTAF 122.9




TAKE-OFF MINIMUMS
Rwy 17: 500-2 with a minimum climb of 430′ per NM to 1400.
Rwy 35: 500-2.

TAKE-OFF OBSTACLE NOTES
Rwy 17: Multiple trees beginning 1193′ from DER, 808′ right of centerline, up to 80′ AGL/279′ MSL.
Rwy 35: Multiple trees beginning 2116′ from DER, 907′ left of centerline, up to 80′ AGL/329′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 170° to 560, then direct RUTHN, then via depicted route to WAXIM, thence . . .
TAKE-OFF RUNWAY 35: Climb heading 350° to 560, then right turn direct RUTHN, then via depicted route to WAXIM, thence . . .
. . . maintain 6000 or higher ATC assigned altitude.

| NDB/DME HBT | APP CRS | Rwy Idg | 4099 |
|---|---|---|---|
| 390 | 129° | TDZE | 21 |
| Chan 79 (113.2) | | Apt Elev | 21 |

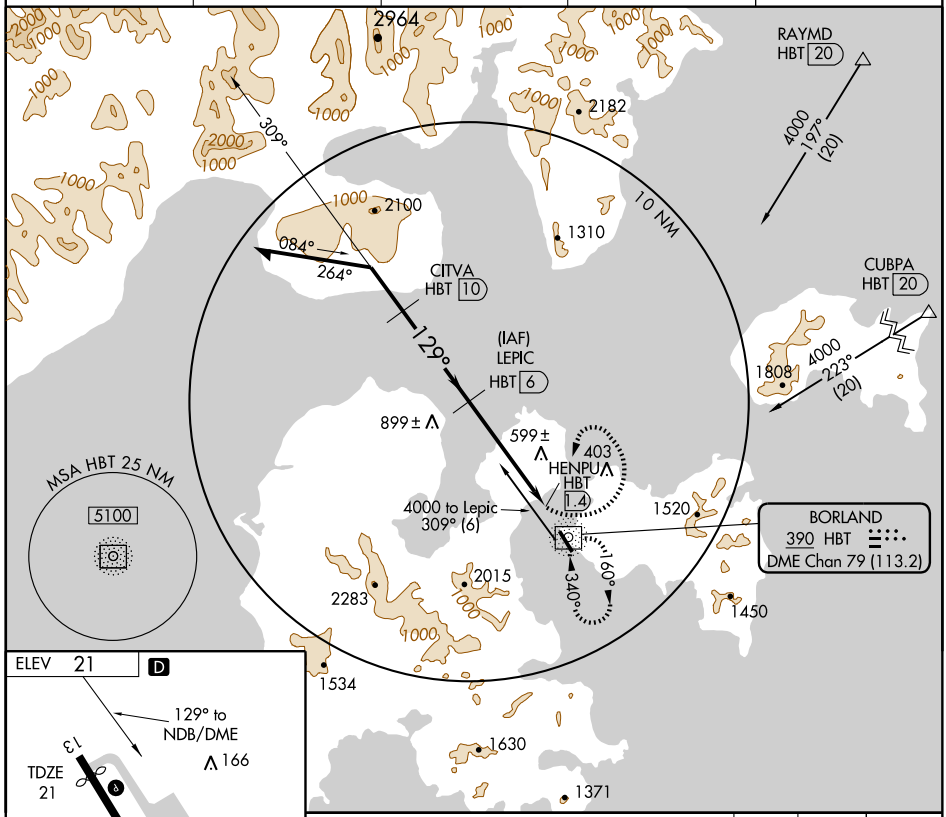
# NDB/DME RWY 13

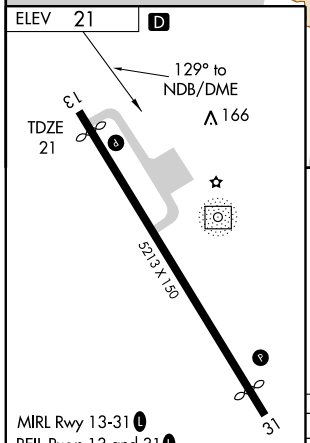
## SAND POINT (SDP) (PASD)

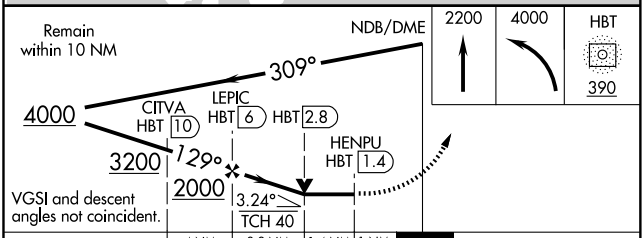
Circling not authorized northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct HBT NDB/DME and hold, continue climb-in-hold to 4000.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 134.85 | 125.35 346.3 | 122.3 | 122.8 | 122.3 (L) |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 980-1¼ 959 (1000-1¼) | 980-1½ 959 (1000-1½) | 980-3 | 959 (1000-3) |
| CIRCLING | 980-1¼ 959 (1000-1¼) | 980-1½ 959 (1000-1½) | 980-3 | 959 (1000-3) |

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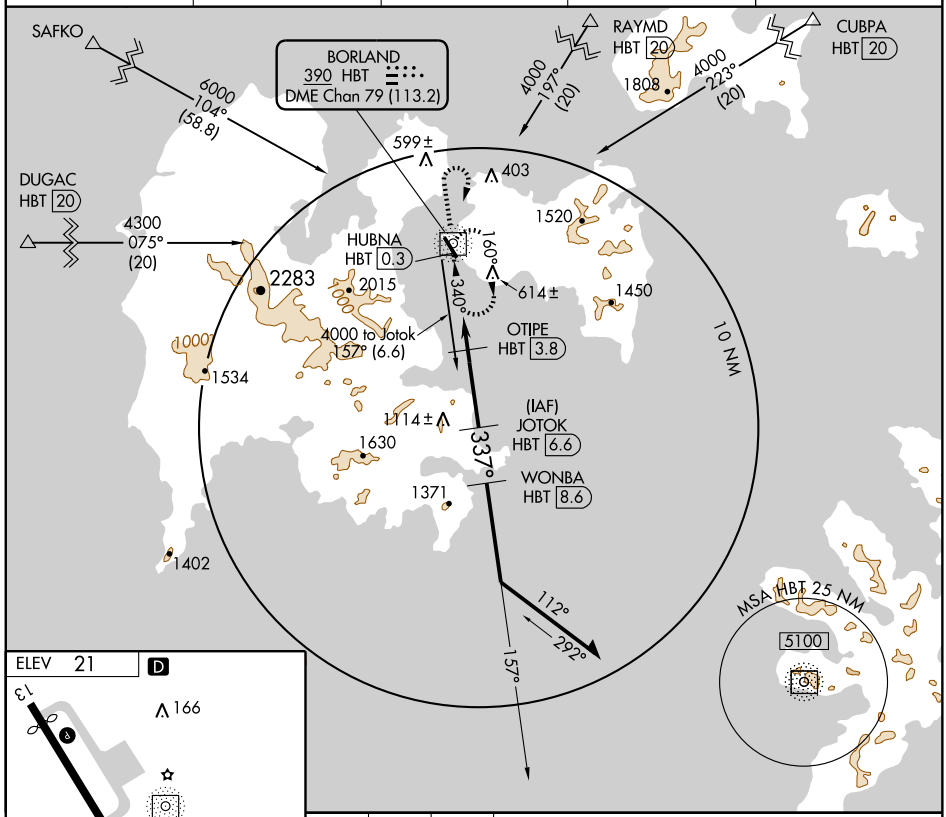
| NDB/DME HBT 390 Chan 79 (113.2) | APP CRS 337° | Rwy Idg 4099 TDZE 21 Apt Elev 21 |
|---|---|---|

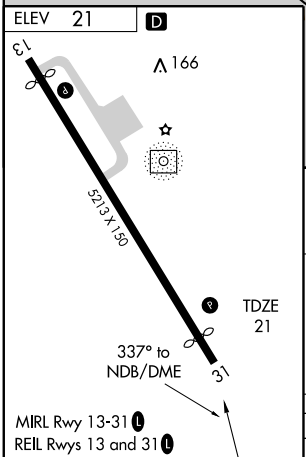
# NDB/DME RWY 31
## SAND POINT (SDP) (PASD)

Circling not authorized northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct HBT NDB/DME and hold.

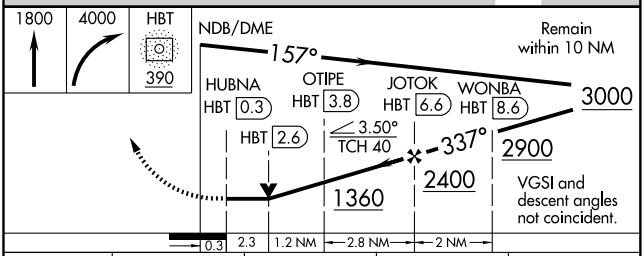
| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 134.85 | 125.35 346.3 | 122.3 | 122.8 | 122.3 L |




FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 920-1¼ | 899 (900-1¼) | 920-2¾ 899 (900-2¾) | 920-3 899 (900-3) |
| CIRCLING | 920-1¼ | 899 (900-1¼) | 920-2¾ 899 (900-2¾) | 920-3 899 (900-3) |

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SAND POINT, ALASKA

AL-6537 (FAA)

| NDB/DME HBT | APP CRS | Rwy Idg | 4099 |
|---|---|---|---|
| 390 | 123° | TDZE | 21 |
| Chan 79 (113.2) | | Apt Elev | 21 |

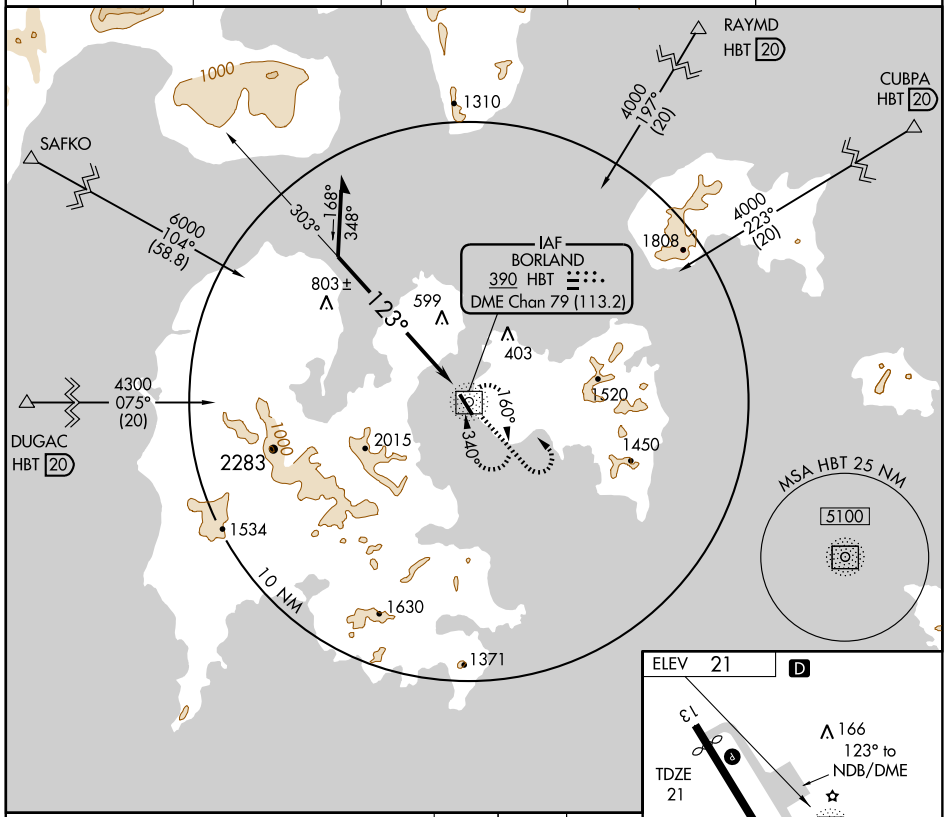
# NDB RWY 13

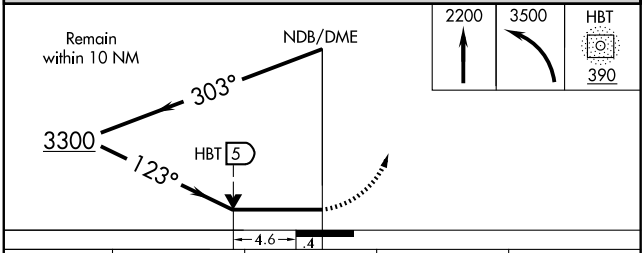
## SAND POINT (SDP) (PASD)

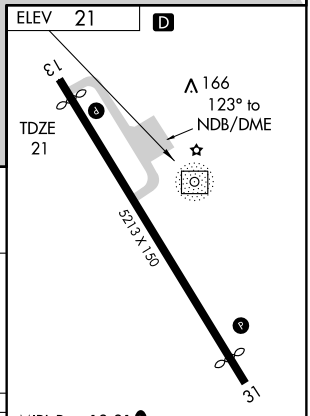
Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3500 direct HBT NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 134.85 | 125.35 346.3 | 122.3 | 122.8 | 122.3 L |




MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1800-1¼ 1779 (1800-1¼) | 1800-1½ 1779 (1800-1½) | 1800-3 | 1779 (1800-3) |
| CIRCLING | 1800-1¼ 1779 (1800-1¼) | 1800-1½ 1779 (1800-1½) | 1800-3 | 1779 (1800-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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SAND POINT, ALASKA

AL-6537 (FAA)

| APP CRS | Rwy Idg | 4099 |
|---|---|---|
| 134° | TDZE | 21 |
| | Apt Elev | 21 |

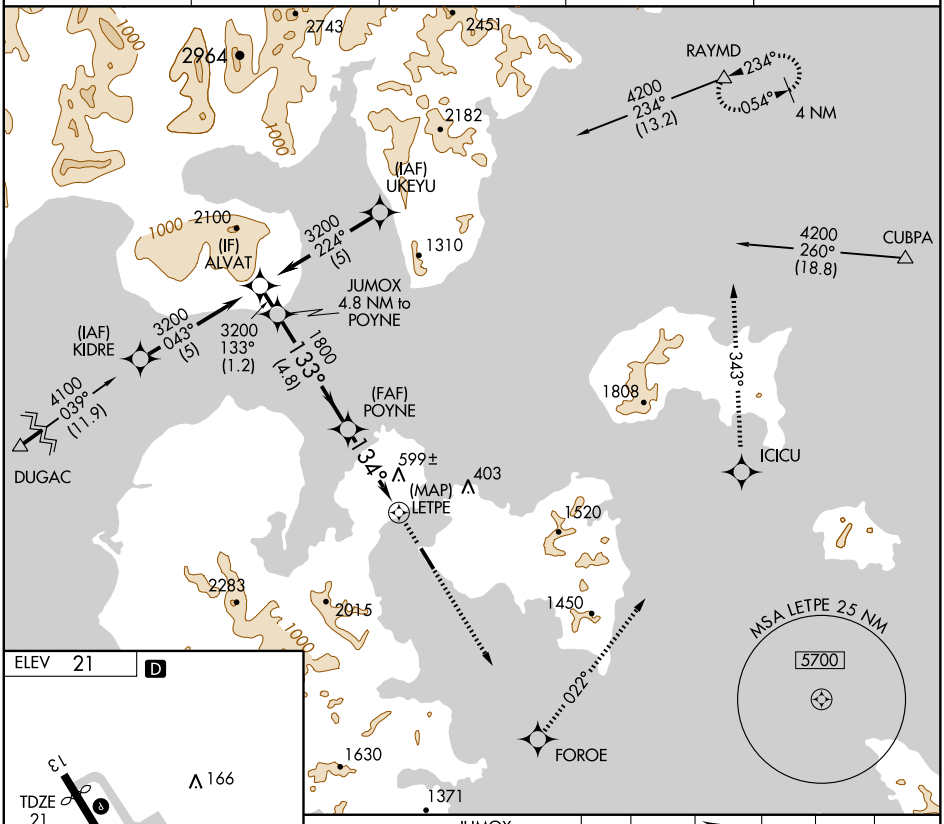
# RNAV (GPS) RWY 13

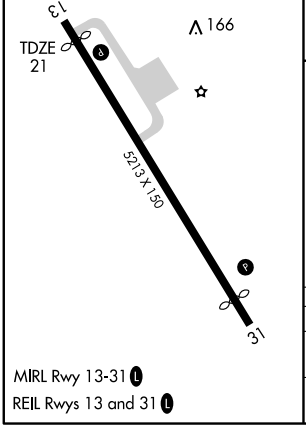
## SAND POINT (SDP) (PASD)

DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

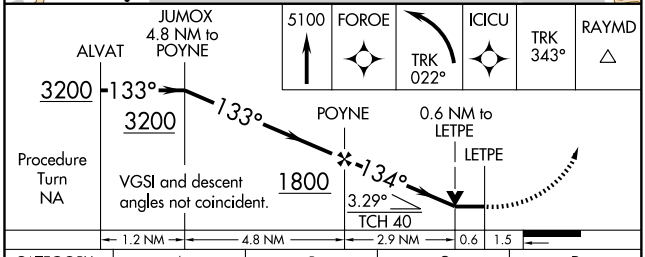
MISSED APPROACH: Climb to 5100 direct FOROE then left turn via 022° track to ICICU and via 343° track to RAYMD and hold, continue climb-in-hold to 5100.

| AWOS-3 | ANCHORAGE CENTER | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 134.85 | 125.35 346.3 | 122.3 | 122.8 | 122.3 (L) |




MIRL Rwy 13-31 (L)
REIL Rwys 13 and 31 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1¾ 839 (900-1¾) | | 860-2½ 839 (900-2½) | 860-2¾ 839 (900-2¾) |
| CIRCLING | 860-1¾ 839 (900-1¾) | | 860-2½ 839 (900-2½) | 860-2¾ 839 (900-2¾) |

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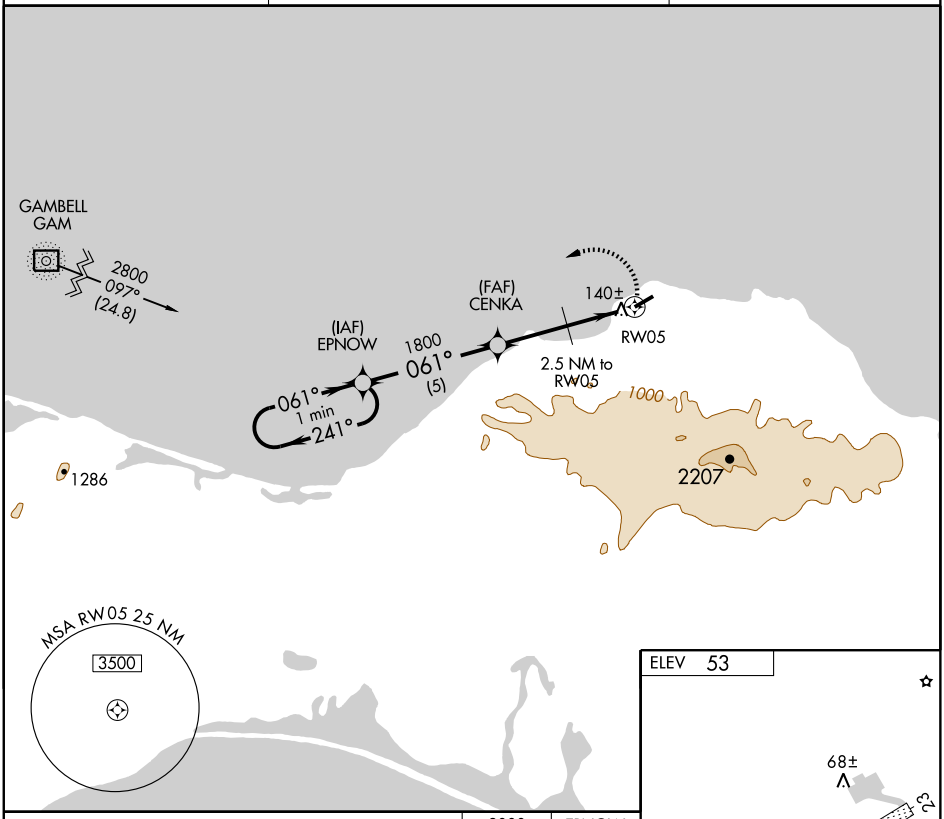
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 061° | TDZE | 53 |
| | Apt Elev | 53 |

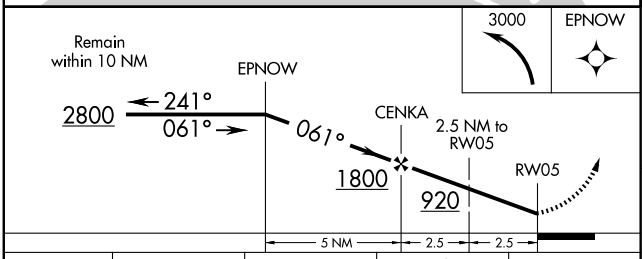
# GPS RWY 5
## SAVOONGA (SVA) (PASA)

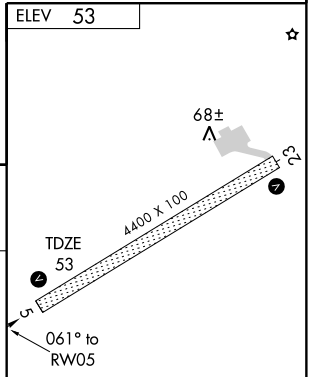
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3000 direct EPNOW and hold.

| AWOS-3 | NOME RADIO | (CTAF) |
|---|---|---|
| 121.3 | 122.3 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 500-1 | 447 (500-1) | 500-1½ 447 (500-1½) | NA |
| CIRCLING | 540-1 | 487 (500-1) | 540-1½ 487 (500-1½) | NA |

MIRL Rwy 5-23 L

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| VOR/DME ULL 117.3 Chan 120 | APP CRS 226° | Rwy Idg 4400 TDZE 52 Apt Elev 53 |
|---|---|---|

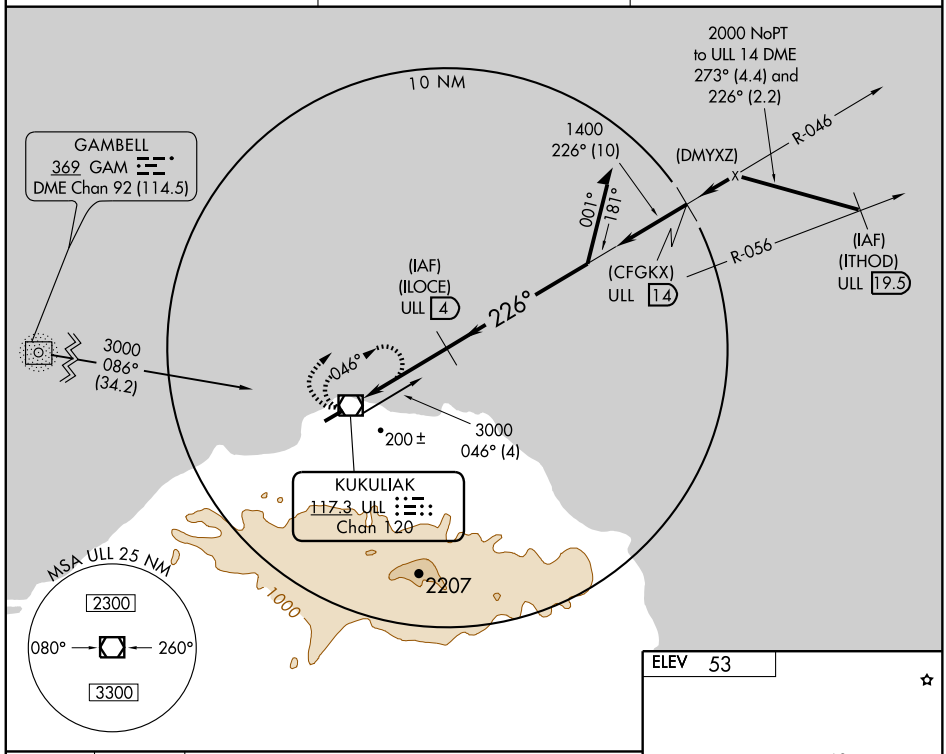
# VOR/DME or GPS RWY 23

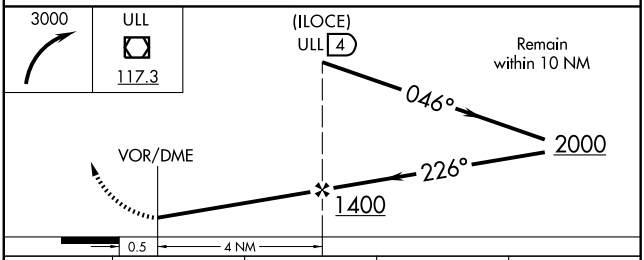
## SAVOONGA (SVA) (PASA)

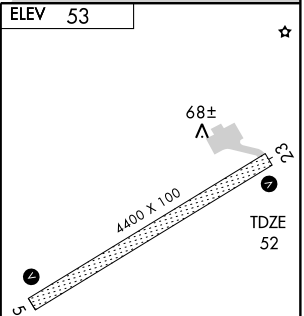
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.

| AWOS-3 | NOME RADIO | CTAF |
|---|---|---|
| 121.3 | 122.3 | 122.7 L |




MIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 520-1 | 468 (500-1) | 520-1¼ 468 (500-1¼) | 520-1½ 468 (500-1½) |
| CIRCLING | 520-1 | 467 (500-1) | 520-1½ 467 (500-1½) | 620-2 567 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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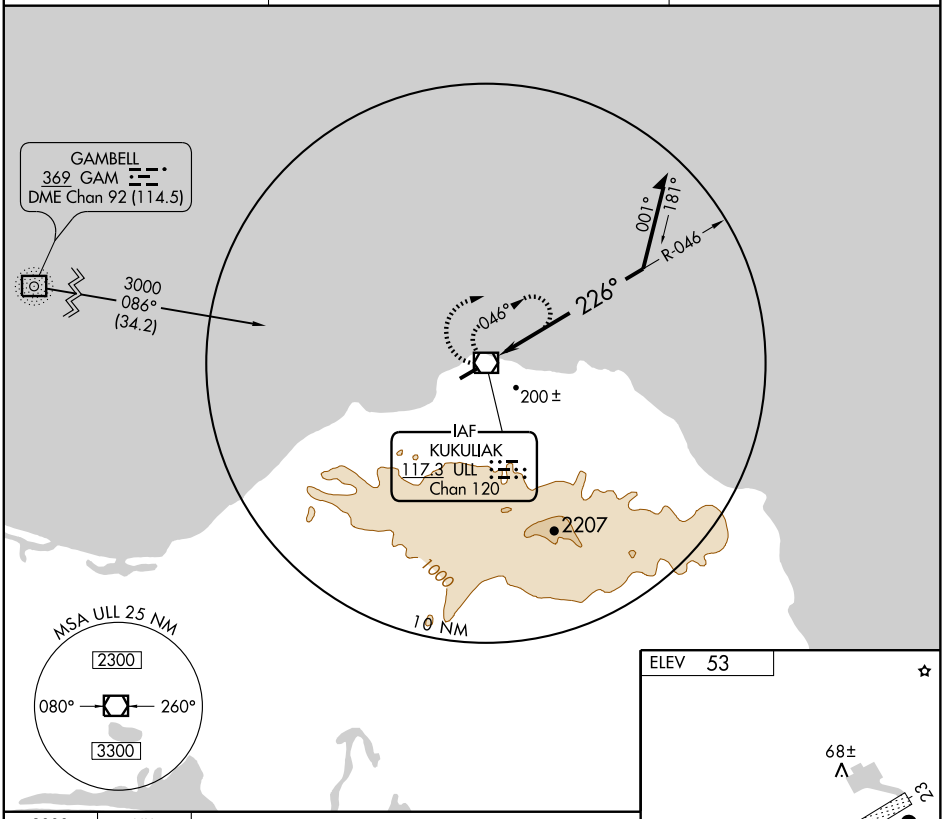
| VOR/DME ULL 117.3 Chan 120 | APP CRS 226° | Rwy Idg 4400 TDZE 52 Apt Elev 53 |
|---|---|---|

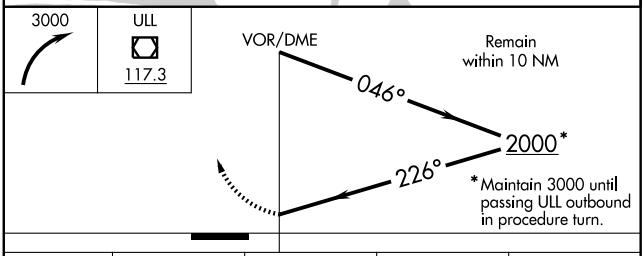
# VOR RWY 23
## SAVOONGA (SVA) (PASA)

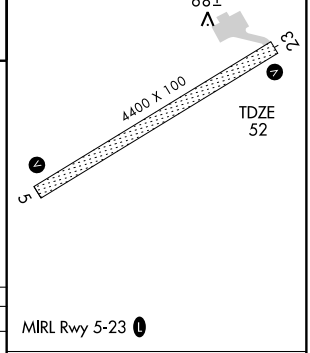
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.

| AWOS-3 | NOME RADIO | (CTAF) |
|---|---|---|
| 121.3 | 122.3 | 122.7 L |




MIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 580-1 | 528 (600-1) | 580-1½ 528 (600-1½) | 580-1¾ 528 (600-1¾) |
| CIRCLING | 580-1 | 527 (600-1) | 580-1½ 527 (600-1½) | 620-2 567 (600-2) |

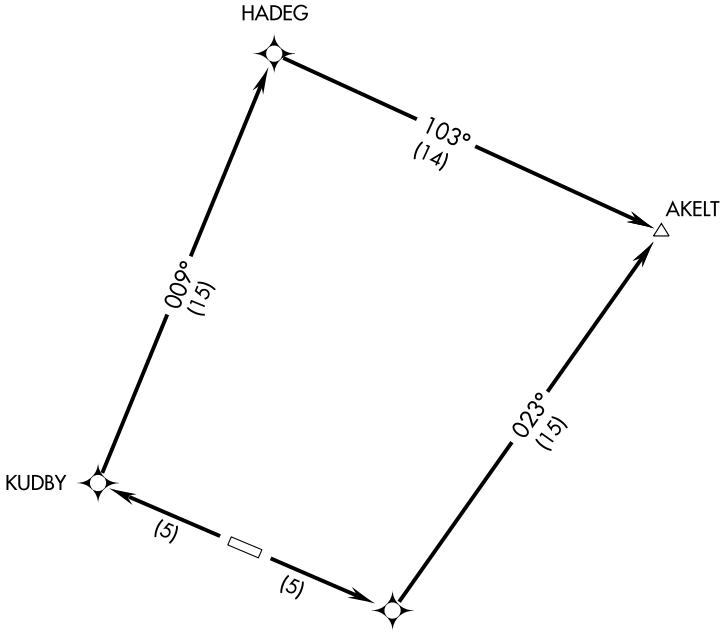
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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# AKELT ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
124.5 226.8
CTAF 123.0




TAKE-OFF MINIMUMS:
Rwy 28: Standard.
Rwy 10: Standard with a minimum climb of 590 feet per NM to 1300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 10: Bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL.
Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 4000 or ATC assigned higher altitude direct EDENE and via track 023° to AKELT.
TAKE-OFF RUNWAY 28: Climb to 4000 or ATC assigned higher altitude direct KUDBY and via track 009° to HADEG, and right turn via track 103° to AKELT.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 138° | TDZE | N/A |
| | Apt Elev | 14 |

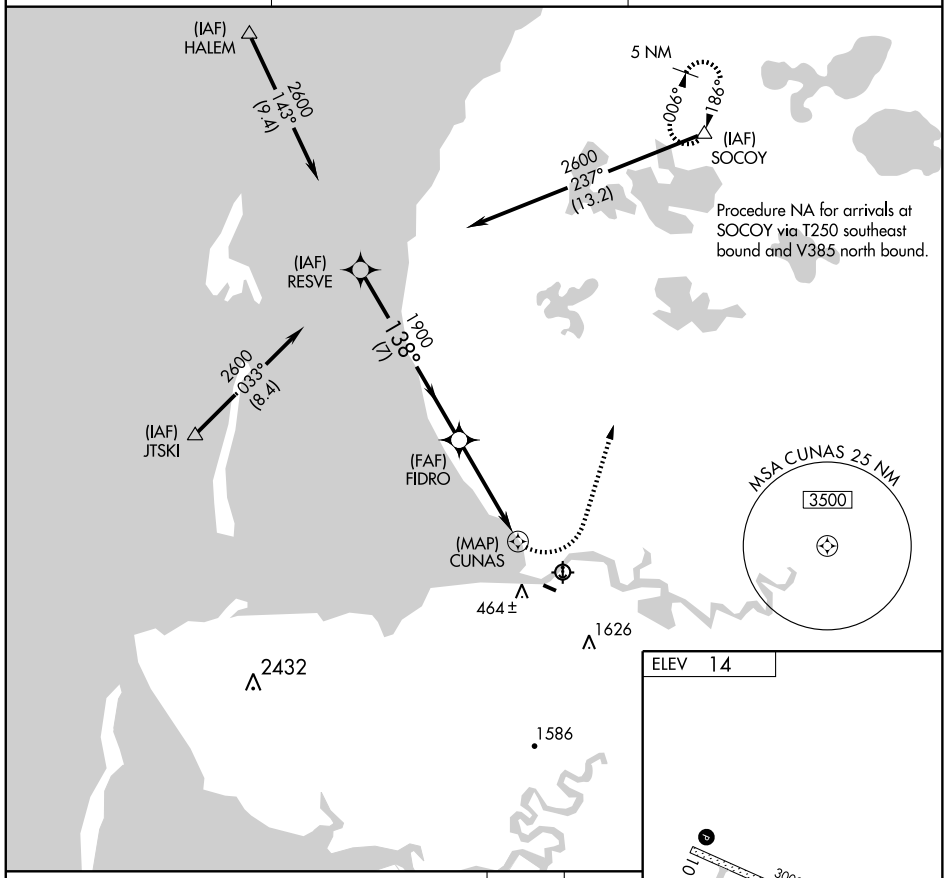
# RNAV (GPS)-B

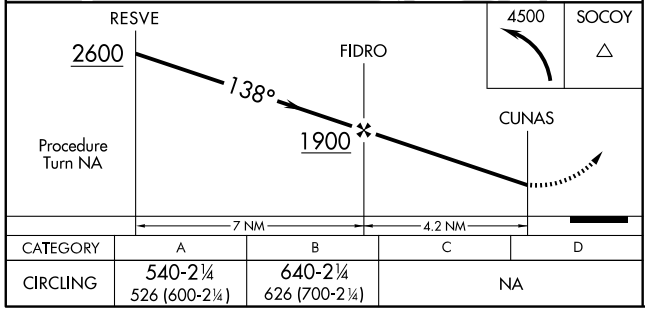
## SCAMMON BAY (SCM) (PACM)

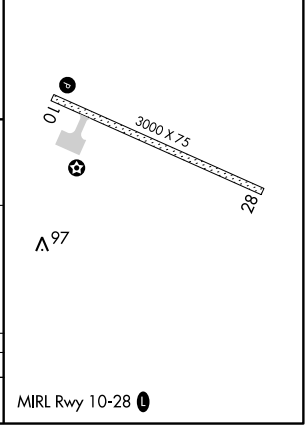
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 4500 direct SOCOY and hold, continue climb-in-hold to 4500.

| ASOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 118.425 | 124.5 226.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-2¼ 526 (600-2¼) | 640-2¼ 626 (700-2¼) | NA | |

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| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 101° | TDZE | 14 |
| | Apt Elev | 14 |

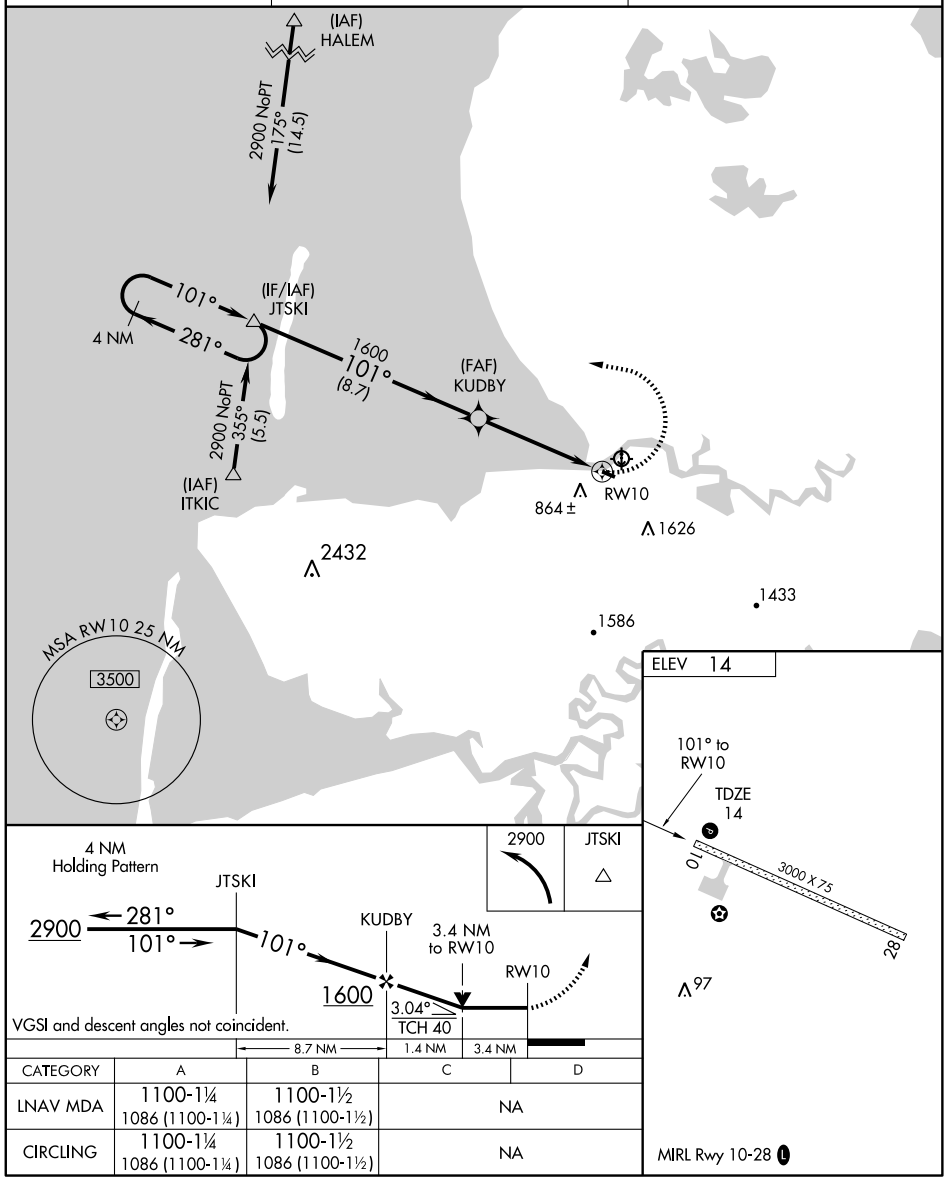
# RNAV (GPS) RWY 10

SCAMMON BAY (SCM) (PACM)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 2900 direct JTSKI and hold.

| ASOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 118.425 | 124.5 226.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1¼ 1086 (1100-1¼) | 1100-1½ 1086 (1100-1½) | NA | |
| CIRCLING | 1100-1¼ 1086 (1100-1¼) | 1100-1½ 1086 (1100-1½) | NA | |

MIRL Rwy 10-28 L

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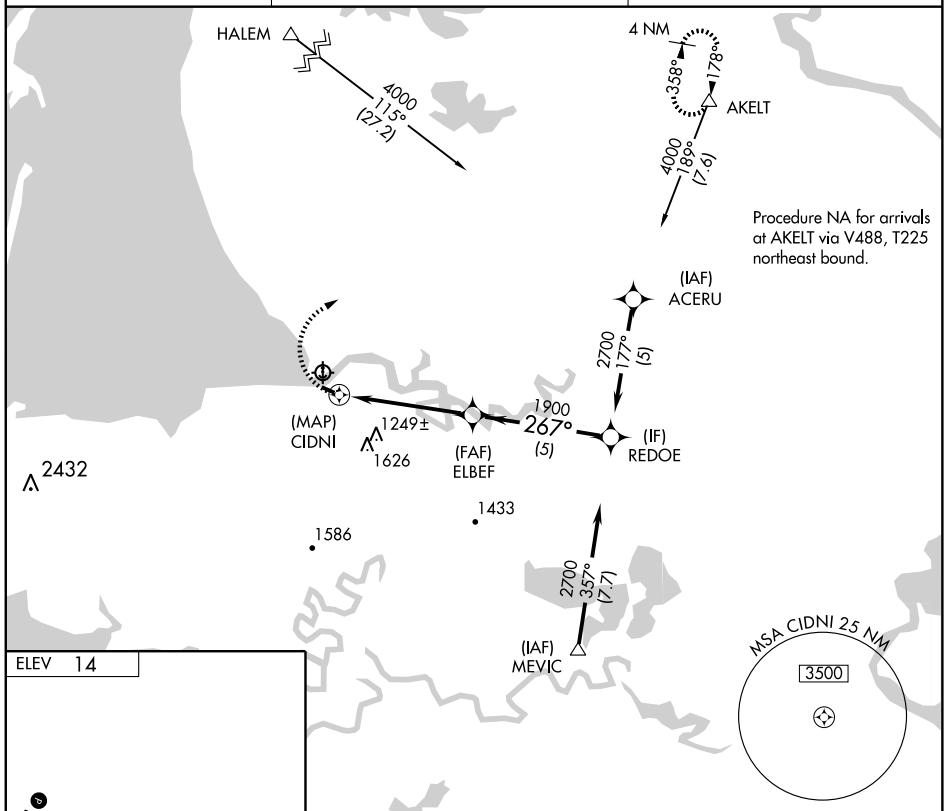
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 267° | TDZE | 14 |
| | Apt Elev | 14 |

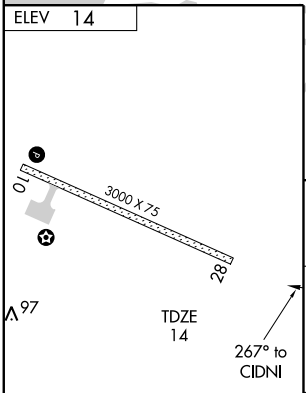
# RNAV (GPS) RWY 28
## SCAMMON BAY (SCM) (PACM)

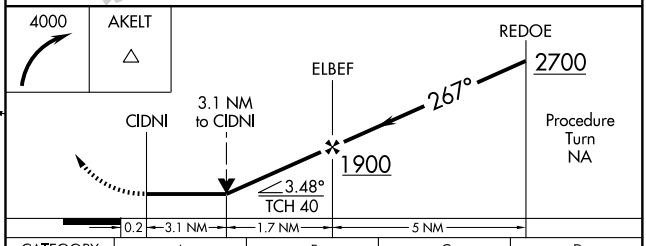
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not recieved, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing right turn to 4000 direct AKELT and hold.

| ASOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 118.425 | 124.5 226.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1¼<br>1246 (1300-1¼) | 1260-1½<br>1246 (1300-1½) | NA | |
| CIRCLING | 1260-1¼<br>1246 (1300-1¼) | 1260-1½<br>1246 (1300-1½) | NA | |

MIRL Rwy 10-28 L

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| APP CRS | Rwy Idg | 3002 |
|---|---|---|
| 037° | TDZE | 17 |
| | Apt Elev | 17 |

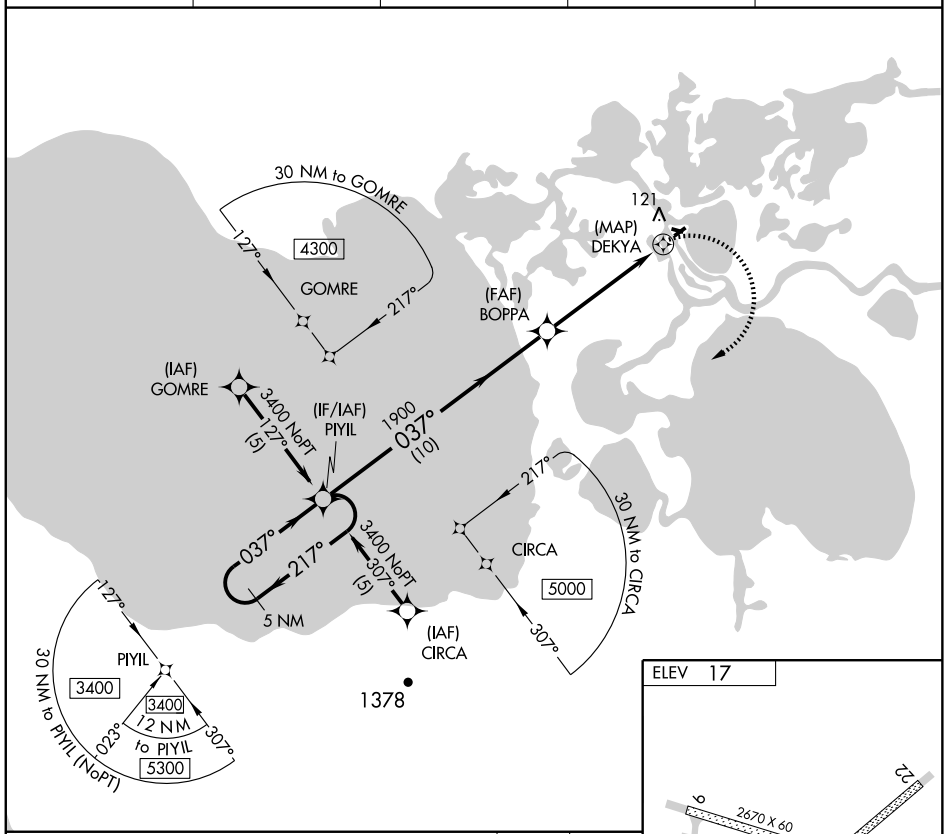
# RNAV (GPS) RWY 4

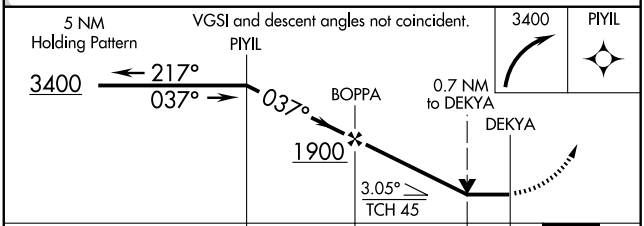
SELAWIK (WLK) (PASK)

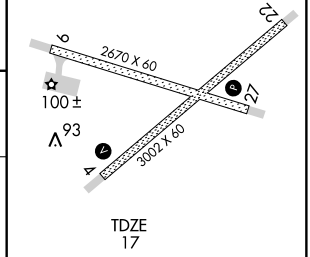
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting

MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | 122.5 |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 403 (500-1) | | 420-1¼ 403 (500-1¼) | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

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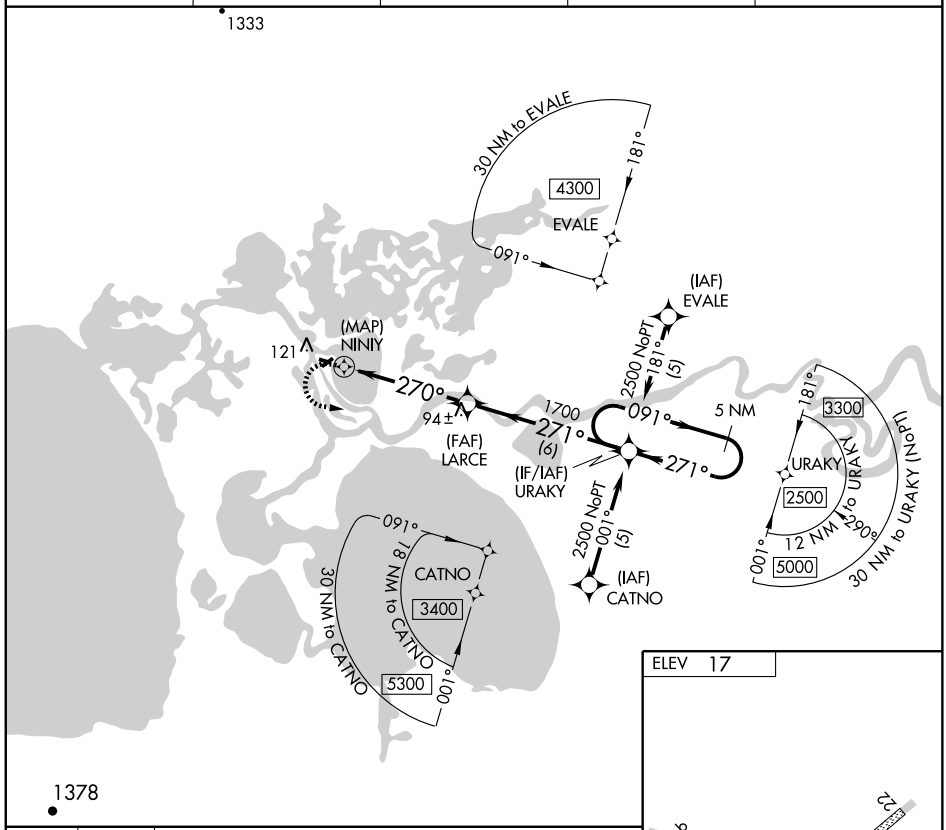
| APP CRS | Rwy Idg | 2670 |
|---|---|---|
| 270° | TDZE | 15 |
| | Apt Elev | 17 |

# RNAV (GPS) RWY 27
## SELAWIK (WLK) (PASK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 L ★ | 122.5 L ★ |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 405 (500-1) | | 420-1¼ 405 (500-1¼) | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |




MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

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| APP CRS | Rwy Idg | 3002 |
|---|---|---|
| 217° | TDZE | 17 |
| | Apt Elev | 17 |

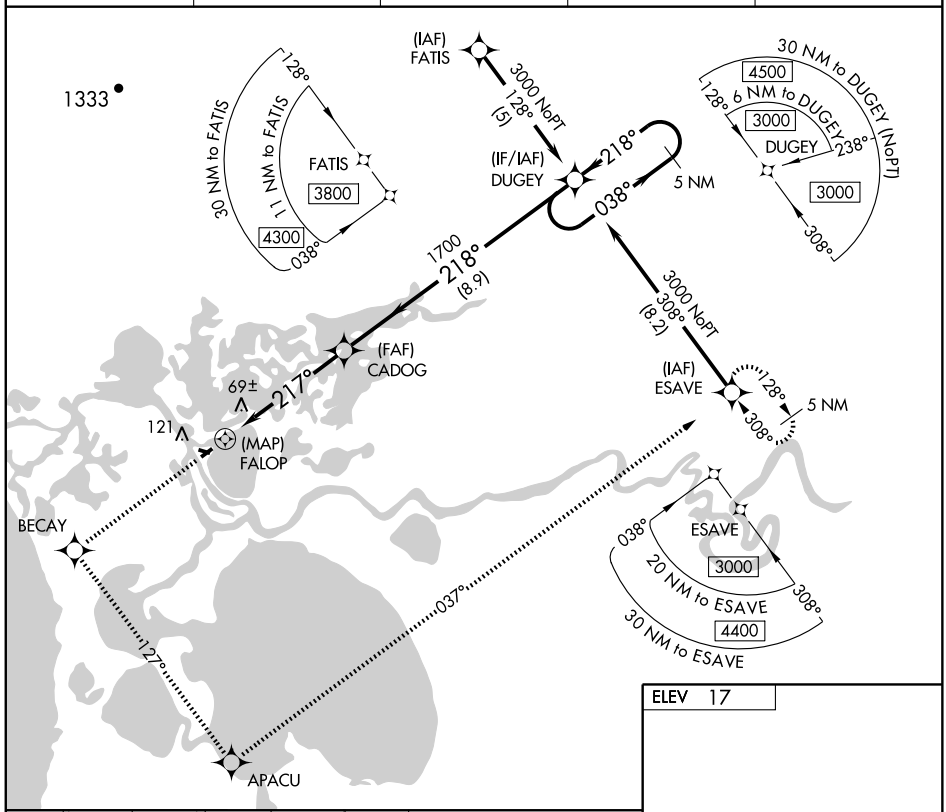
# RNAV (GPS) Y RWY 22

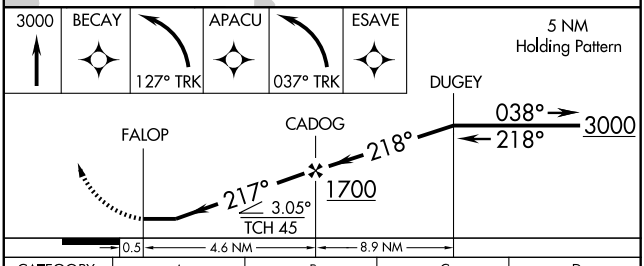
SELAWIK (WLK) (PASK)

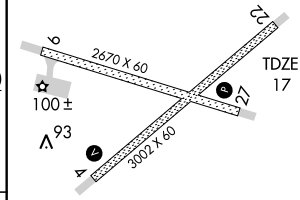
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 L ★ | 122.5 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 320-1 303 (400-1) | | | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS CH 40404 W22A | APP CRS 217° | Rwy Idg 3002 / TDZE 17 / Apt Elev 17 |
|---|---|---|

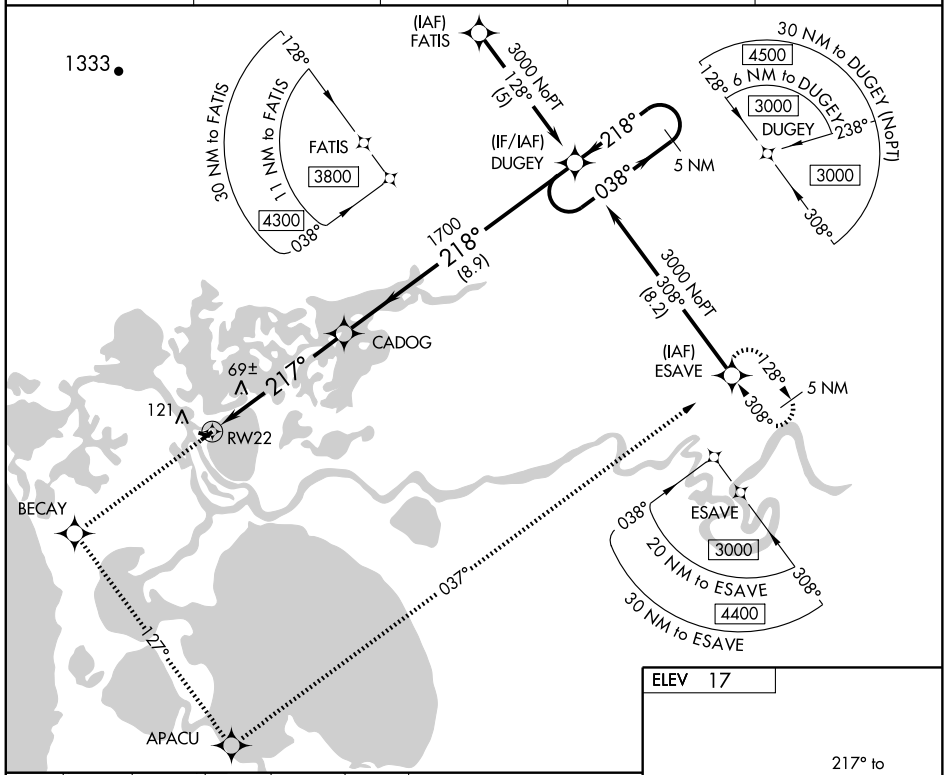
# RNAV (GPS) Z RWY 22

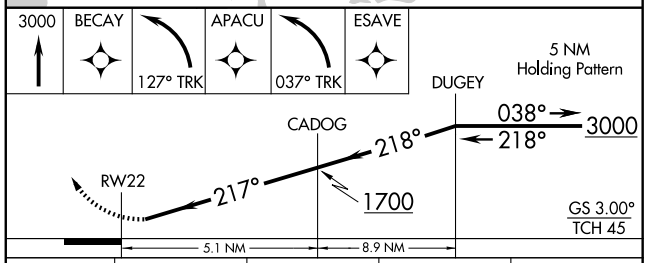
SELAWIK (WLK) (PASK)

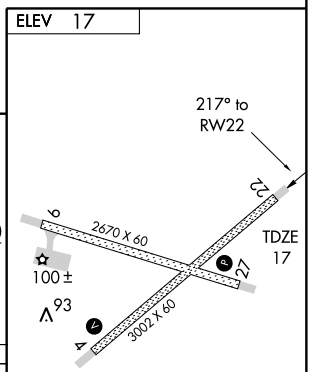
Baro-VNAV NA when using Kotzebue altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all DAs/MDAs 160 feet.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 L ★ | 122.5 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 267-1 250 (300-1) | | | |
| LNAV/VNAV DA | 364-1¼ 347 (400-1¼) | | | |
| CIRCLING | 440-1¼ 423 (500-1¼) | 480-1¼ 463 (500-1¼) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME WLK | APP CRS | Rwy Idg | 3002 |
|---|---|---|---|
| 114.2 | 029° | TDZE | 17 |
| Chan 89 | | Apt Elev | 17 |

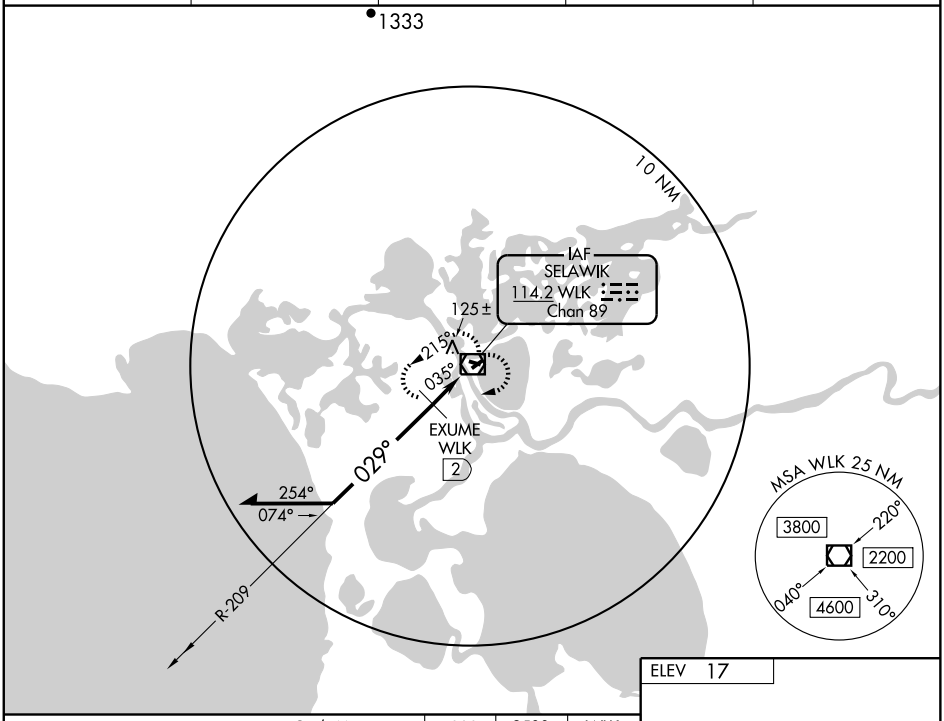
# VOR RWY 4

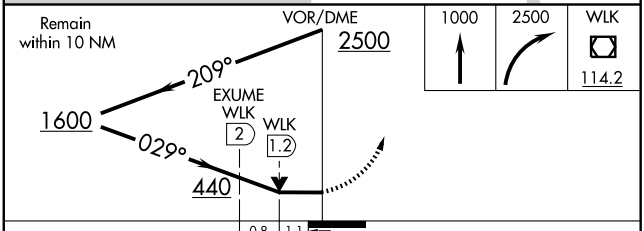
## SELAWIK (WLK) (PASK)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct in WLK VOR/DME and hold, continue climb-in-hold to 2500.

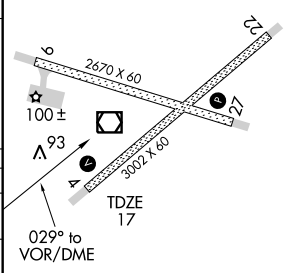
| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 (L) * | 122.5 (L) * |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 440-1 423 (500-1) | | 440-1¼ 423 (500-1¼) | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |
| EXUME FIX MINIMUMS | | | | |
| S-4 | 380-1 363 (400-1) | | | 380-1¼ 363 (400-1¼) |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

ELEV 17




MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

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| VOR/DME WLK | APP CRS | Rwy Idg | 3002 |
|---|---|---|---|
| 114.2 | 223° | TDZE | 17 |
| Chan 89 | | Apt Elev | 17 |

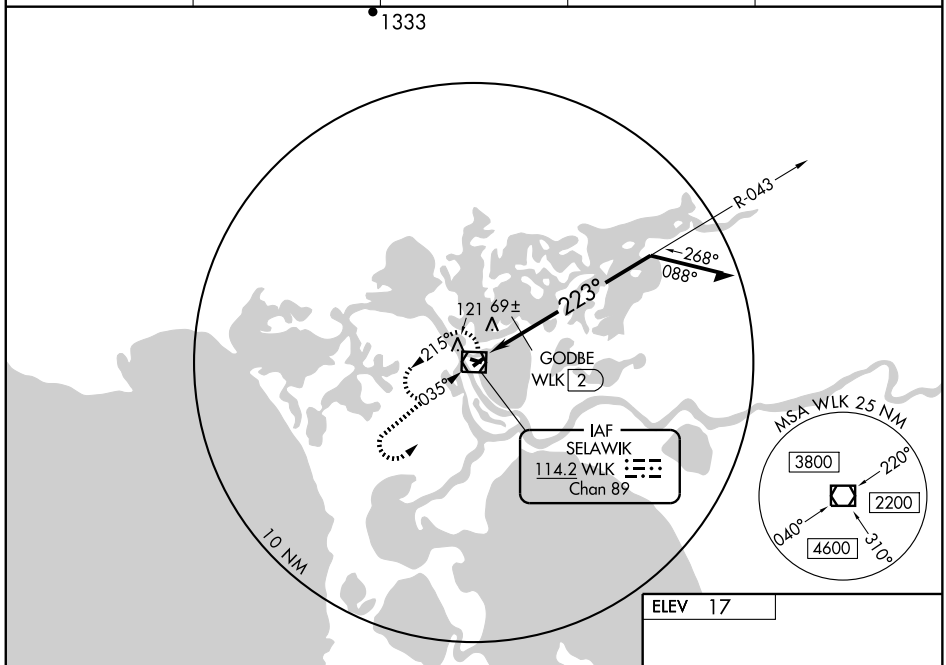
# VOR RWY 22

## SELAWIK (WLK) (PASK)

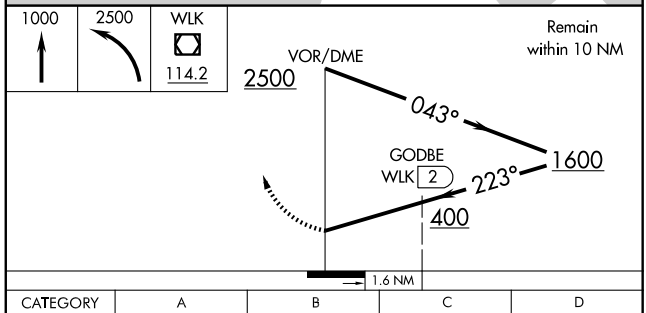
Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

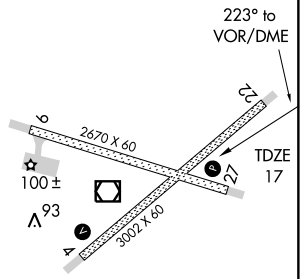
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

| AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | CTAF | |
|---|---|---|---|---|
| 135.65 | 119.2 263.0 | 122.50 | 122.7 (L) ★ | 122.5 (L) ★ |




ELEV 17




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 400-1 383 (400-1) | | | 400-1¼ 383 (400-1¼) |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |
| GODBE FIX MINIMUMS | | | | |
| S-22 | 340-1 323 (400-1) | | | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

AK. 08 APR 2010 to 03 JUN 2010

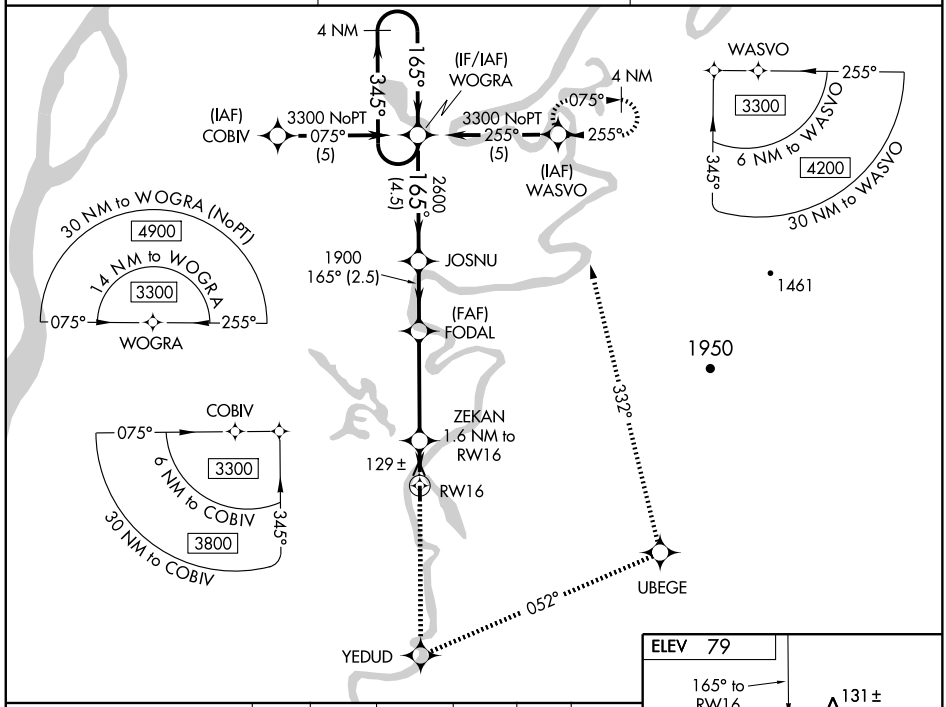
| WAAS CH 45610 W16A | APP CRS 165° | Rwy Idg 3400 TDZE 79 Apt Elev 79 |
|---|---|---|

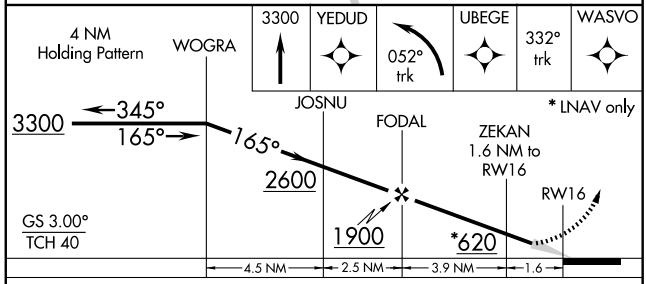
# RNAV (GPS) RWY 16
SHAGELUK (SHX)

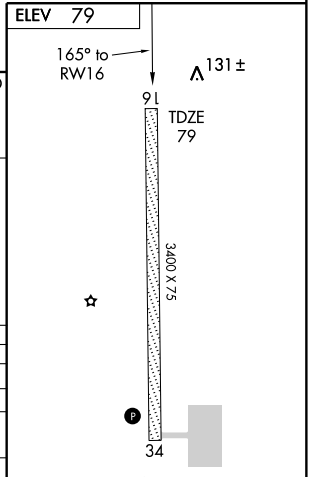
T Baro-VNAV NA.
A NA DME/DME RNP-0.3 NA.
W Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 3300 direct YEDUD and left turn via 052° track to UBEGE and via 332° track to WASVO and hold.

| ANVIK AWOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 133.550 | 135.7 335.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 423-1¼ | 344 (400-1¼) | NA | |
| LNAV/VNAV DA | 462-1¼ | 383 (400-1¼) | NA | |
| LNAV MDA | 460-1 | 381 (400-1) | NA | |
| CIRCLING | 520-1 441 (500-1) | 540-1 461 (500-1) | NA | |

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| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 345° | TDZE | 79 |
| | Apt Elev | 79 |

# RNAV (GPS) RWY 34

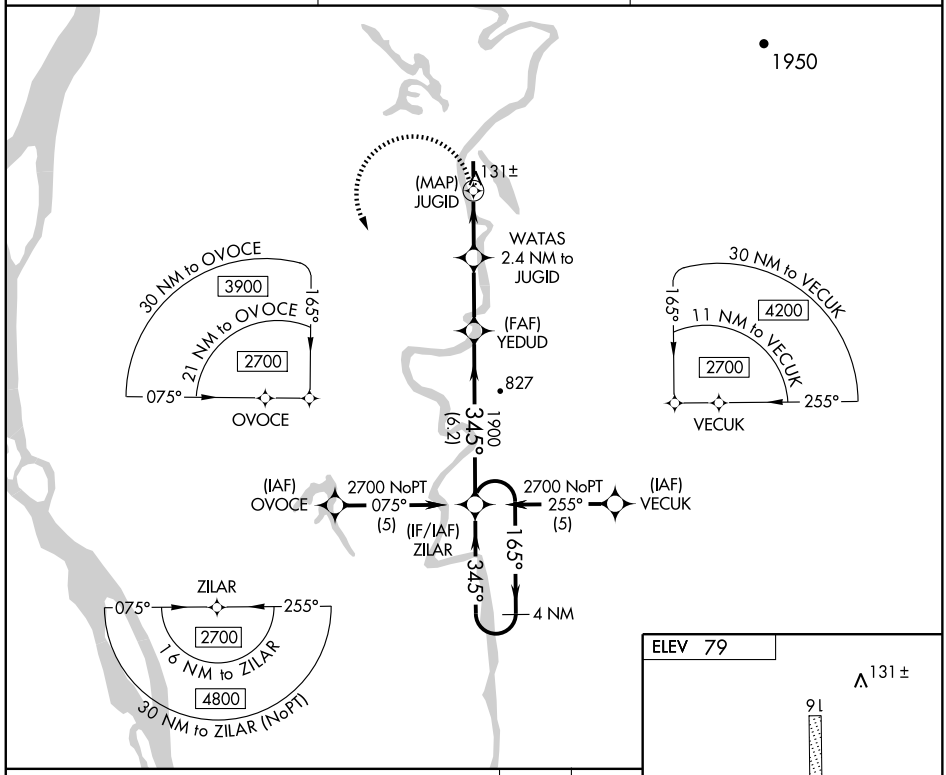
SHAGELUK (SHX)

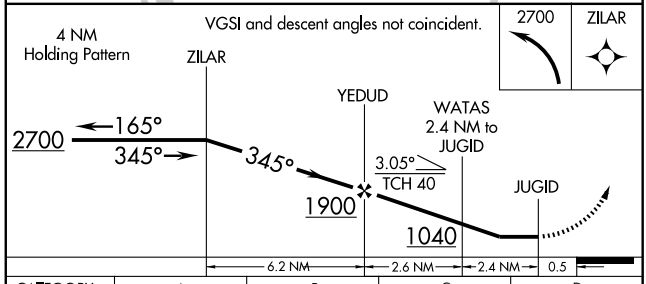
T A NA

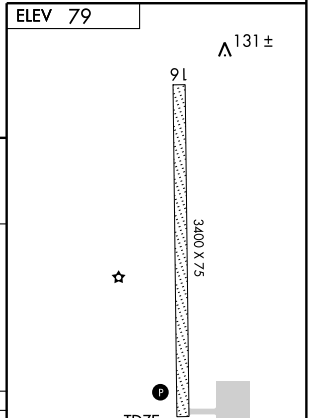
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2700 direct ZILAR and hold.

| ANVIK AWOS | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 133.550 | 135.7 335.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 401 (500-1) | | NA | |
| CIRCLING | 520-1 441 (500-1) | 540-1 461 (500-1) | NA | |

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| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 63013 | 143° | TDZE | 21 |
| W14A | | Apt Elev | 24 |

# RNAV (GPS) RWY 14

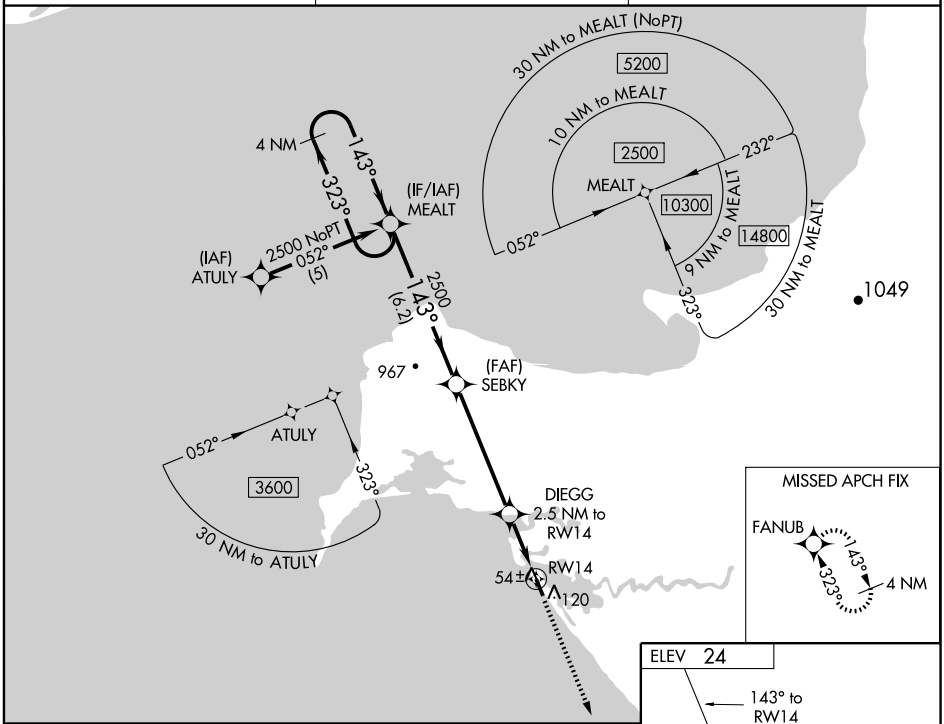
## SHAKTOOLIK (2C7) (PFSH)

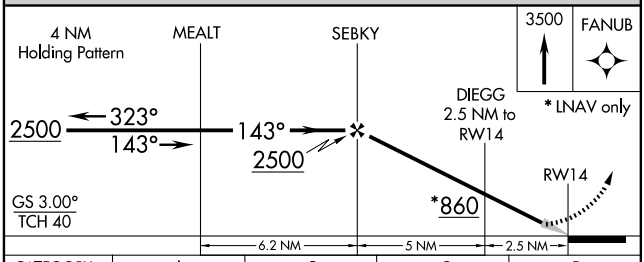
T
NA

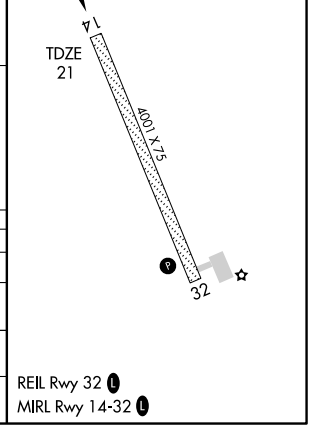
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

| UNALAKLEET AWOS-3 | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| 132.25 | 135.7 335.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-1¼ 323 (400-1¼) | | | |
| LNAV/VNAV DA | 397-1¼ 376 (400-1¼) | | | |
| LNAV MDA | 380-1 359 (400-1) | | | 380-1¼ 359 (400-1¼) |
| CIRCLING | 560-1 536 (600-1) | | 560-1½ 536 (600-1½) | 580-2 556 (600-2) |

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| WAAS CH **69413** **W32A** | APP CRS **323°** | Rwy Idg **4001** TDZE **24** Apt Elev **24** |
|---|---|---|

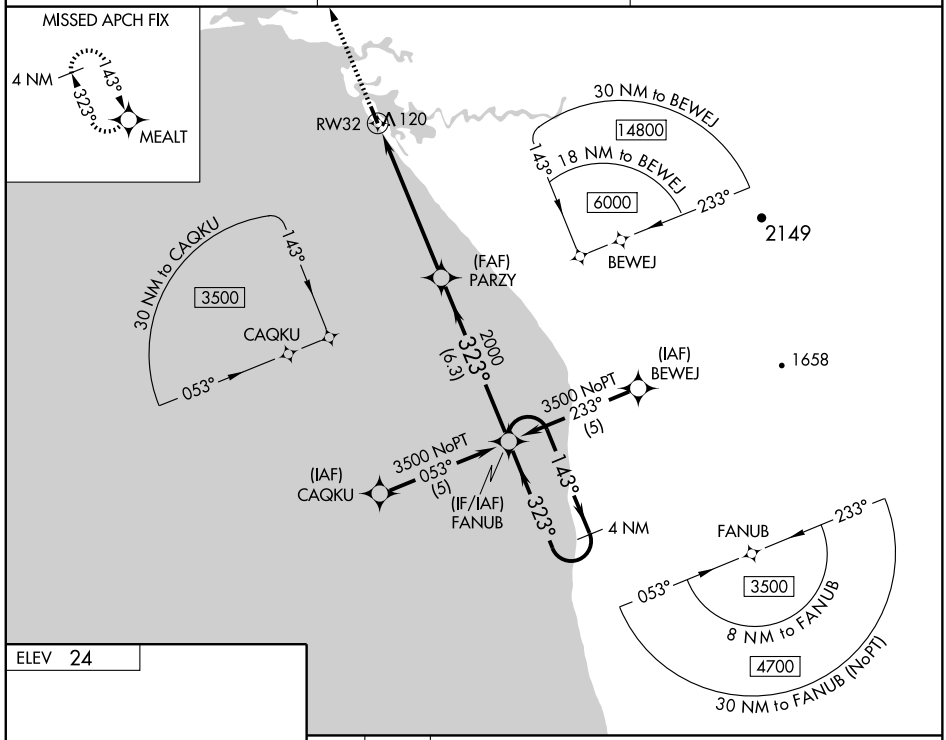
# RNAV (GPS) RWY 32

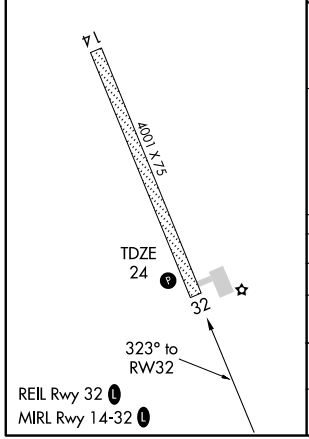
SHAKTOOLIK (2C7) (PFSH)

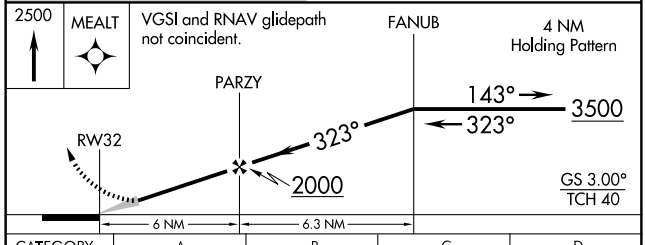
T
NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct MEALT and hold.

| UNALAKLEET AWOS-3 | ANCHORAGE CENTER | UNICOM |
|---|---|---|
| **132.25** | **135.7 335.5** | **122.8** (CTAF) L |

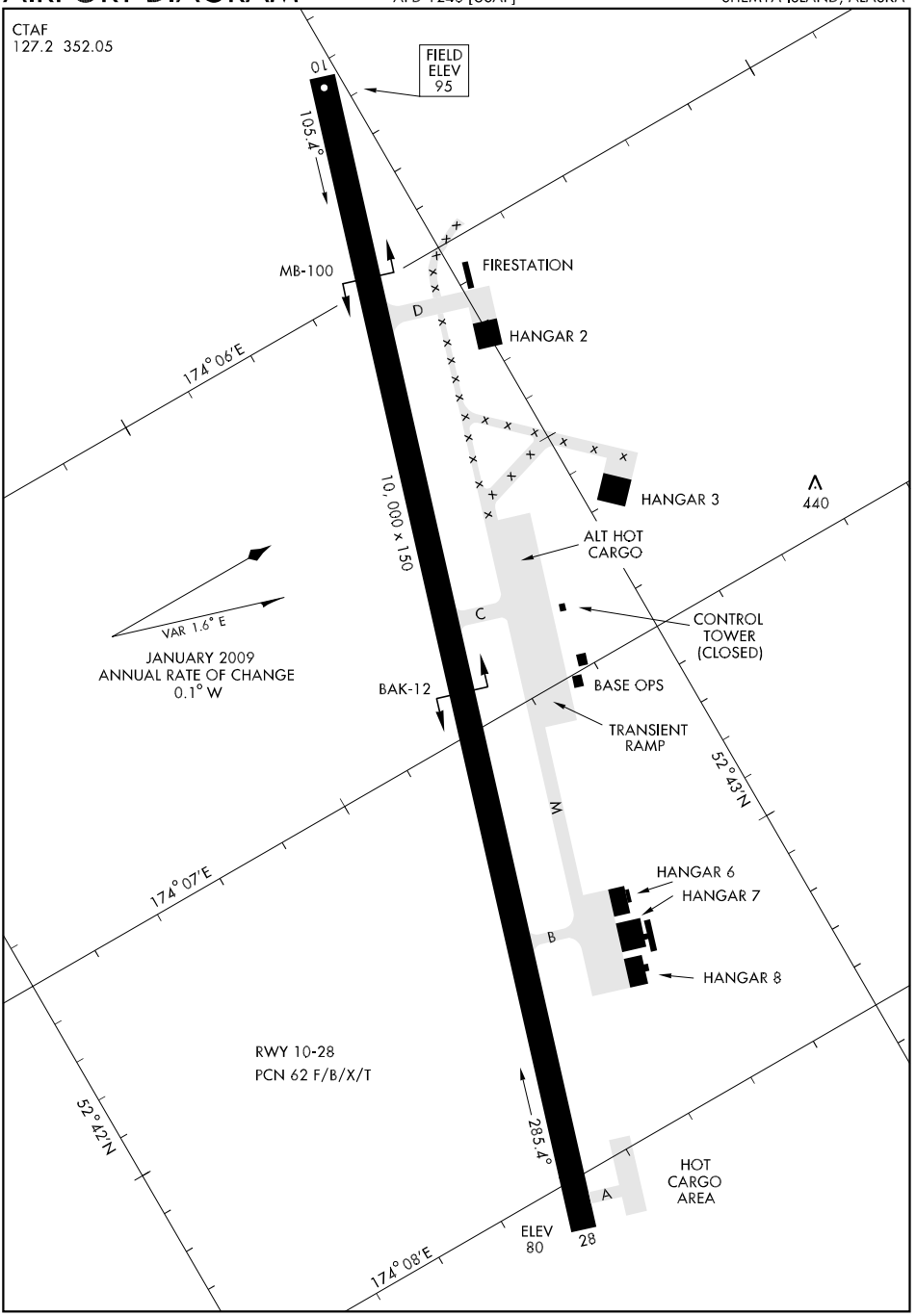



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 347-1¼ 323 (400-1¼) | | | |
| LNAV/VNAV DA | 493-1¾ 469 (500-1¾) | | | |
| LNAV MDA | 540-1 516 (600-1) | | 540-1½ 516 (600-1½) | 540-1¾ 516 (600-1¾) |
| CIRCLING | 560-1 536 (600-1) | | 560-1½ 536 (600-1½) | 580-2 556 (600-2) |

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# ILS or LOC/DME RWY 28

| LOC I-SYA | APCH CRS | Rwy ldg 10,000 / TDZE 88 / Arpt Elev 95 |
|---|---|---|
| 110.1 | 285° | |

AL-1246 [USAF]

EARECKSON AS (PASY)

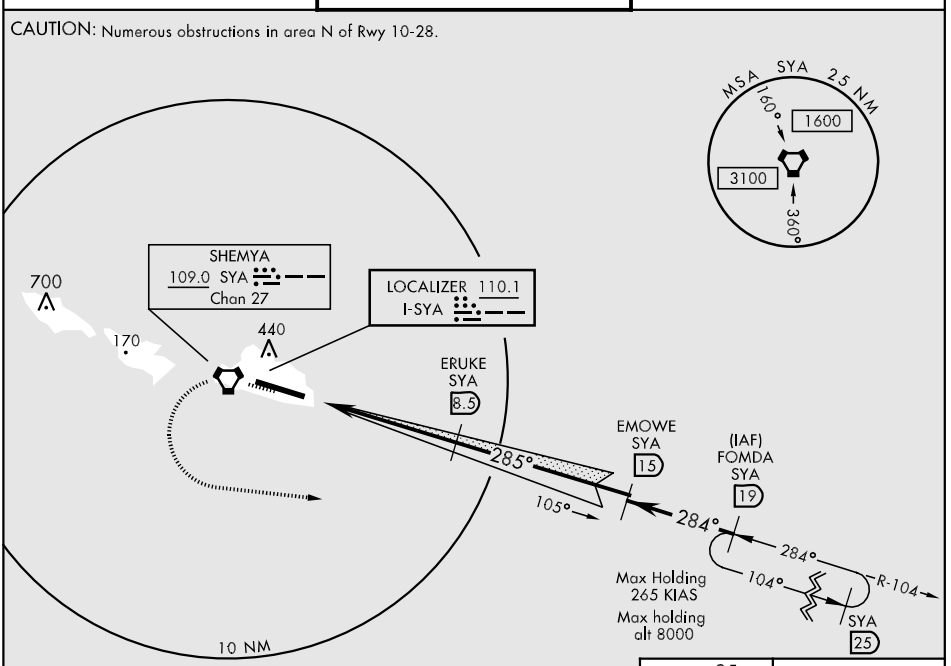
* When ALS inop, for CAT AB, increase vis to ¾ mile.
** When ALS inop, increase vis all CATS to 1 mile.
*** Circling Not Authorized in area N of Rwy 10-28.

SALS A2

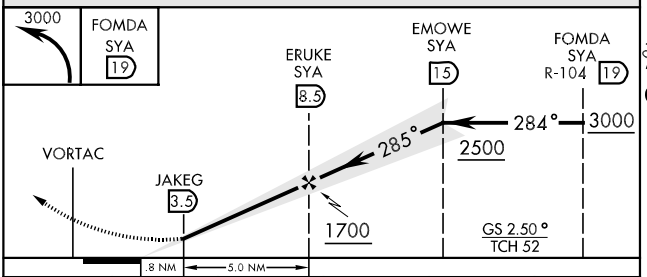
MISSED APPROACH: Climbing left turn direct SYA R-104/19 DME (FOMDA) to 3000 and hold, or higher as may be assigned by ATC.

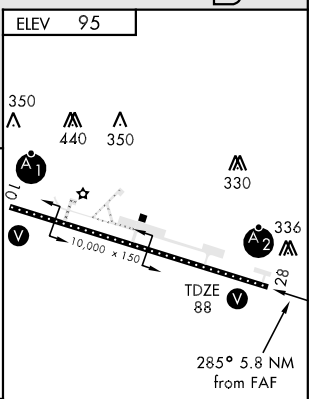
| ANCHORAGE CENTER | CTAF | ASOS |
|---|---|---|
| 119.1 339.8 | 127.2 (L) 352.05 (L) | 135.65 |

CAUTION: Numerous obstructions in area N of Rwy 10-28.




EMERG SAFE ALT 100 NM 5200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28 * | 288-½ 200 (200-½) | | 288-¾ 200 (200-¾) | | |
| S-LOC 28 ** | 340-¾ 252 (300-¾) | | | | |
| CIRCLING *** | 460-1 365 (400-1) | 560-1 465 (500-1) | 560-1½ 465(500-1½) | 660-2 565 (600-2) | |

HIRL Rwy 10-28
REIL Rwy 10-28

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:01 | 3:20 | 2:30 | 2:00 | 1:40 |



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# VOR/DME or TACAN RWY 10

| VORTAC SYA | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| 109.0 | 092° | TDZE 95 |
| Chan 27 | | Arpt Elev 95 |

AL-1246 [USAF]

EARECKSON AS (PASY)

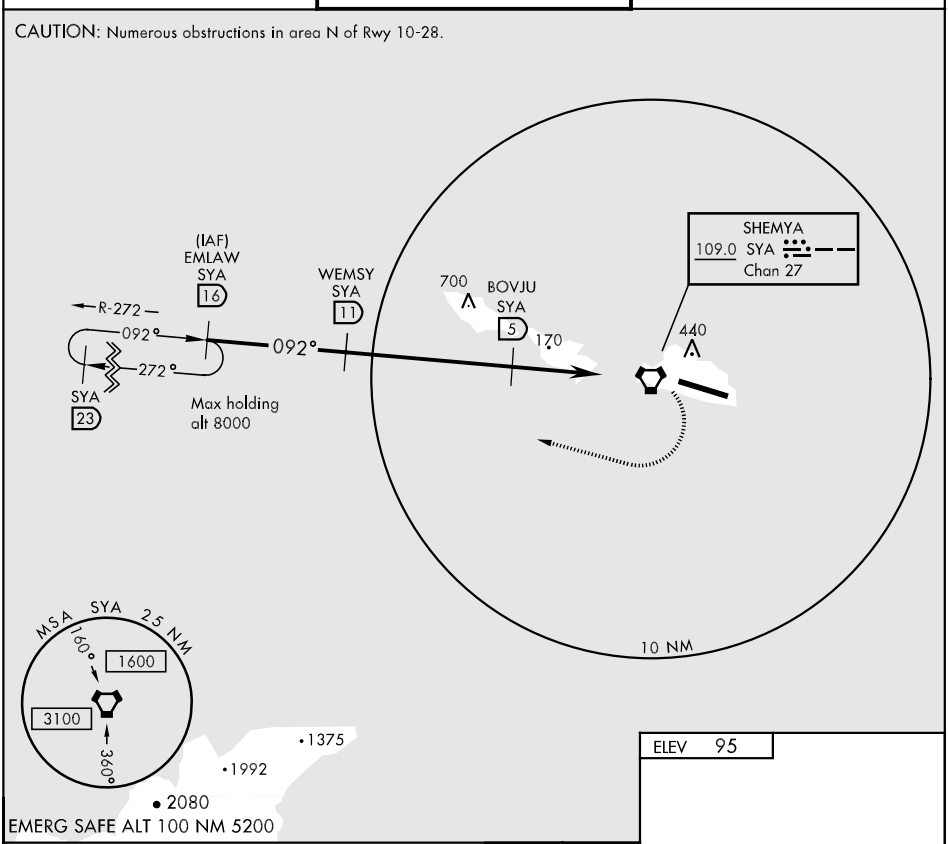
* When ALS inop, increase vis to 1½ mile.
** Circling Not Authorized in area N of Rwy 10-28.

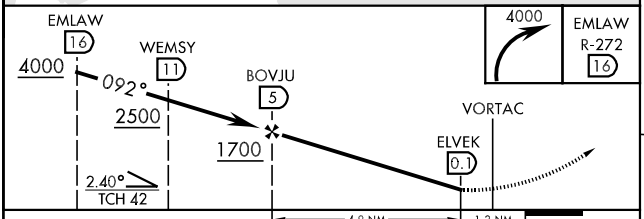
ALSF-1

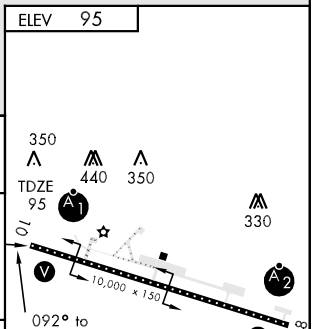
MISSED APPROACH: Climbing right turn direct SYA R-272/16 DME (EMLAW) to 4000 and hold, or higher as may be assigned by ATC.

| ANCHORAGE CENTER | CTAF | ASOS |
|---|---|---|
| 119.1 339.8 | 127.2 (L) 352.05 (L) | 135.65 |

CAUTION: Numerous obstructions in area N of Rwy 10-28.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-VOR 10 * | 500-1 405 (500-1) | | | | |
| S-TAC 10 * | 500-1 405 (500-1) | | | | |
| CIRCLING ** | 500-1½ 405 (500-1½) | 560-1½ 465 (500-1½) | | 660-2 565 (600-2) | |

HIRL Rwy 10-28
REIL Rwy 10-28



AK, 08 APR 2010 to 03 JUN 2010

# VOR/DME or TACAN RWY 28

| VORTAC SYA | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 109.0 Chan 27 | 280° | 10,000 | 88 | 95 |

AL-1246 [USAF]

EARECKSON AS (PASY)

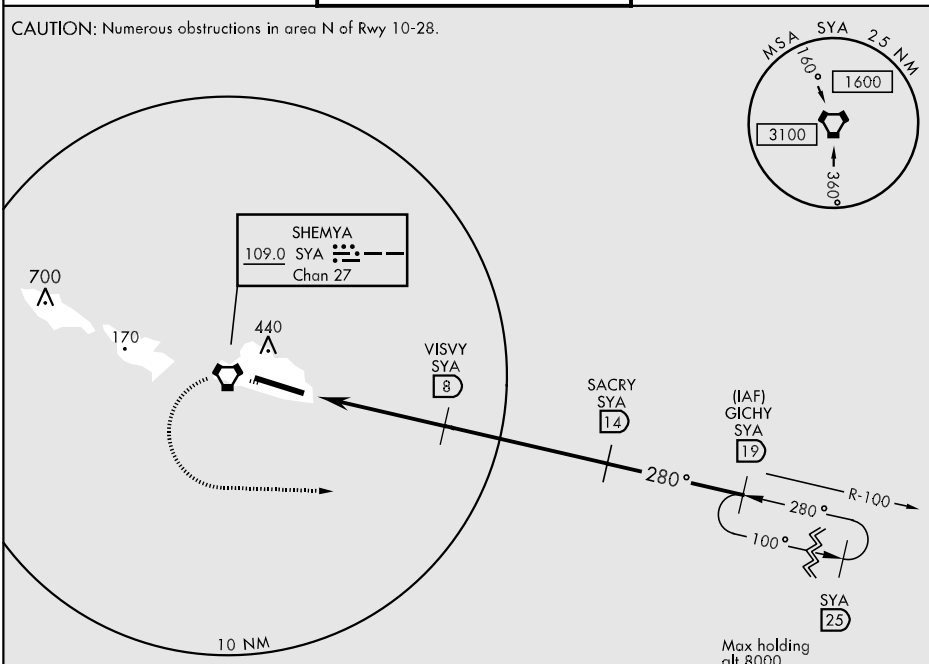
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling Not Authorized in area N of Rwy 10-28.

SALS A2

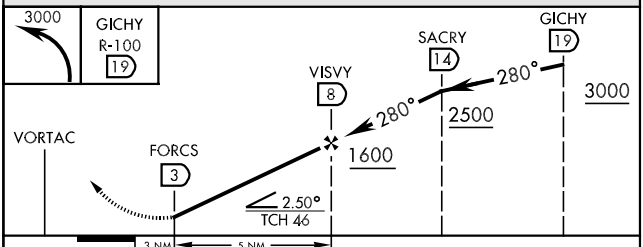
MISSED APPROACH: Climbing left turn direct SYA R-100/19 DME (GICHY) and hold at 3000, or higher as may be directed by ATC.

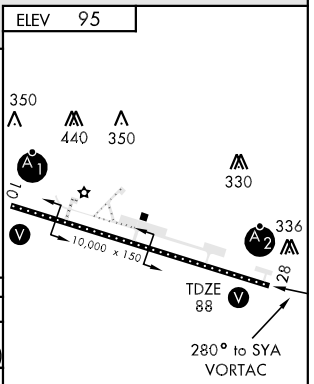
| ANCHORAGE CENTER | CTAF | ASOS |
|---|---|---|
| 119.1 339.8 | 127.2 (L) 352.05 (L) | 135.65 |

CAUTION: Numerous obstructions in area N of Rwy 10-28.




EMERG SAFE ALT 100 NM 5200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-VOR 28* | 660-¾ 572 (600-¾) | | 660-1¼ 572 (600-1¼) | 660-1½ 572 (600-1½) | 660-1¾ 572 (600-1¾) |
| S-TAC 28 * | 660-¾ 572 (600-¾) | | 660-1¼ 572 (600-1¼) | 660-1½ 572 (600-1½) | 660-1¾ 572 (600-1¾) |
| CIRCLING** | 660-1 565 (600-1) | | 660-1½ 565 (600-1½) | 660-2 565 (600-2) | |

HIRL Rwy 10-28
REIL Rwy 10-28



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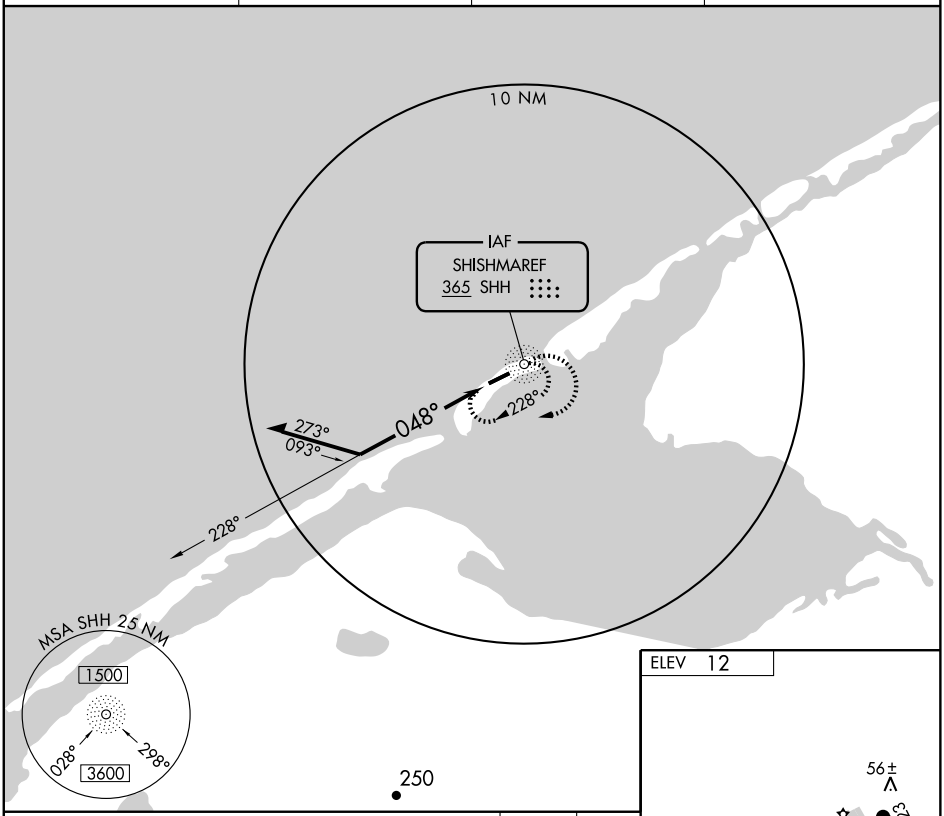
| NDB SHH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 365 | 048° | TDZE | 12 |
| | | Apt Elev | 12 |

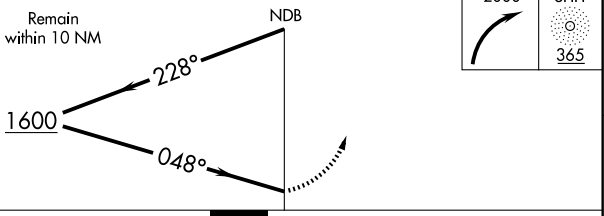
# NDB RWY 5

## SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

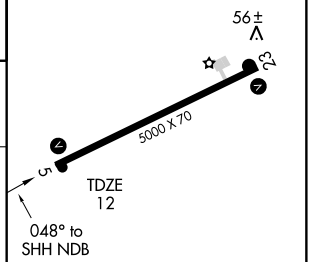
| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 121.1 | 119.2 263.0 | 122.4 | 123.0 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 460-1 | 448 (500-1) | 460-1¼ 448 (500-1¼) | 460-1½ 448 (500-1½) |
| CIRCLING | 460-1 | 448 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

MIRL Rwy 5-23 L

AK, 08 APR 2010 to 03 JUN 2010

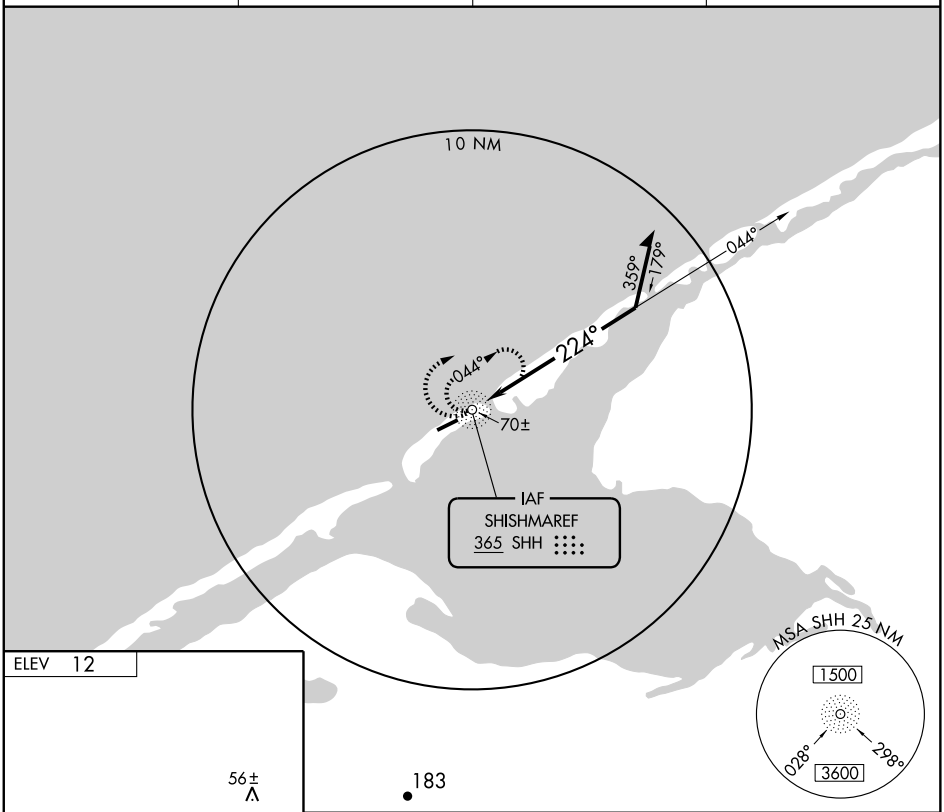
| NDB SHH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 365 | 224° | TDZE | 12 |
| | | Apt Elev | 12 |

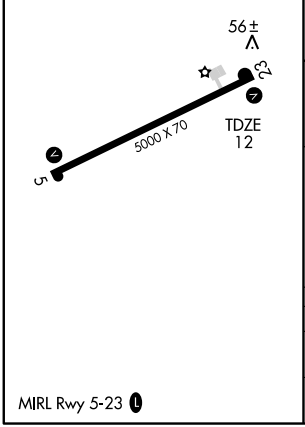
# NDB RWY 23

SHISHMAREF (SHH) (PASH)

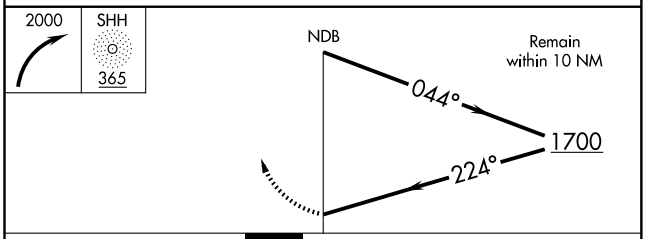
MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 121.1 | 119.2 263.0 | 122.4 | 123.0 L |




183




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 480-1 | 468 (500-1) | 480-1¼ 468 (500-1¼) | 480-1½ 468 (500-1½) |
| CIRCLING | 480-1 | 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

MIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 049° | TDZE | 12 |
| | Apt Elev | 12 |

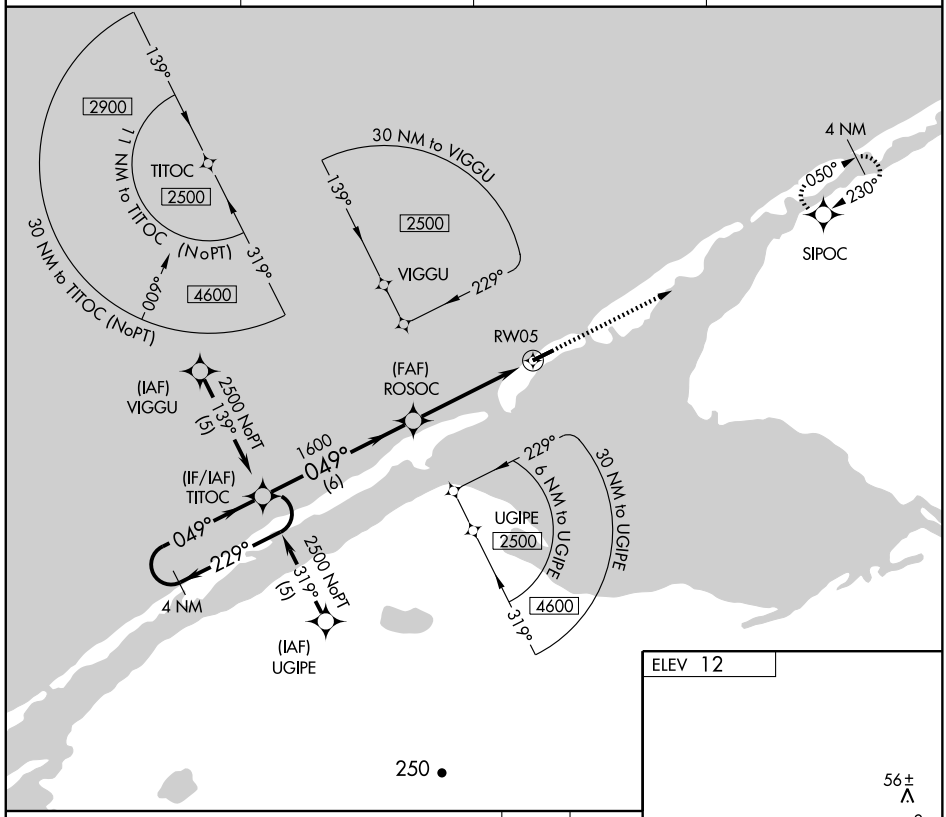
# RNAV (GPS) RWY 5

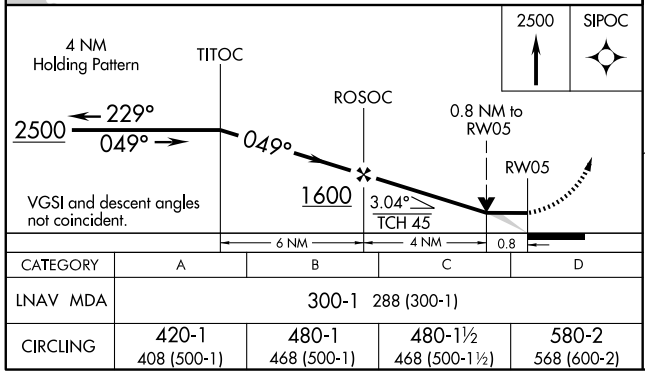
## SHISHMAREF (SHH) (PASH)

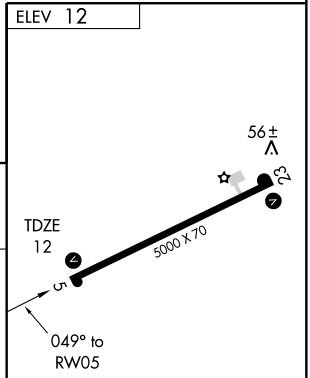
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SIPOC and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 121.1 | 119.2 263.0 | 122.4 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 300-1 288 (300-1) | | | |
| CIRCLING | 420-1<br>408 (500-1) | 480-1<br>468 (500-1) | 480-1½<br>468 (500-1½) | 580-2<br>568 (600-2) |

MIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 230° | TDZE | 12 |
| | Apt Elev | 12 |

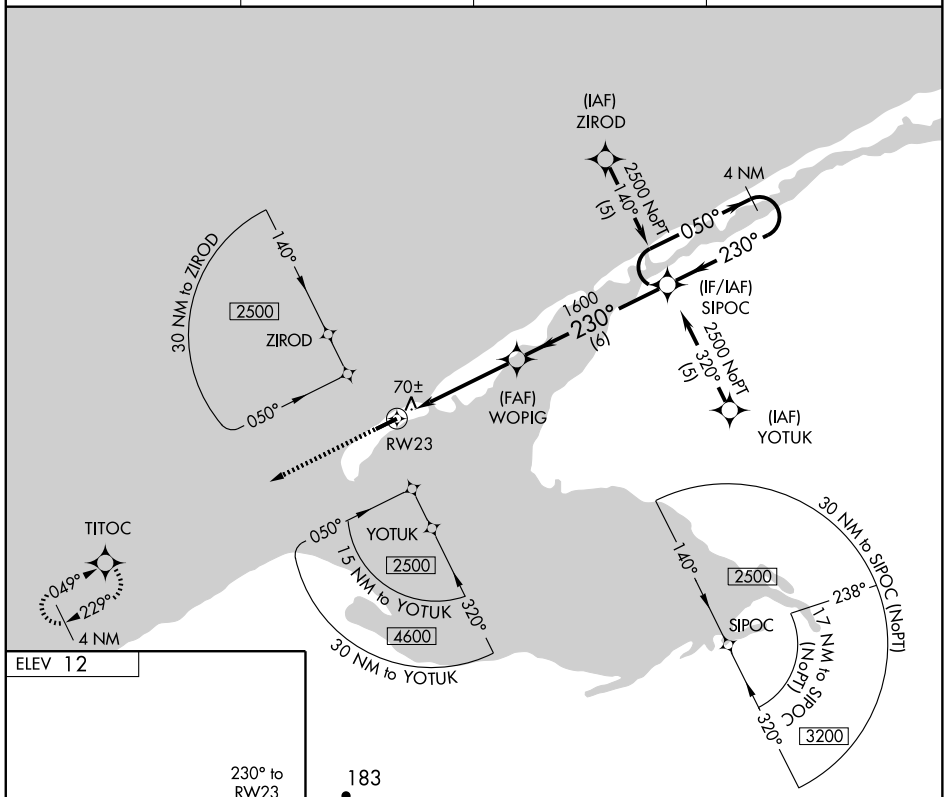
# RNAV (GPS) RWY 23

## SHISHMAREF (SHH) (PASH)

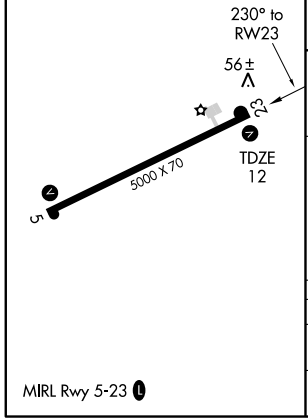
DME/DME RNP-0.3 NA.

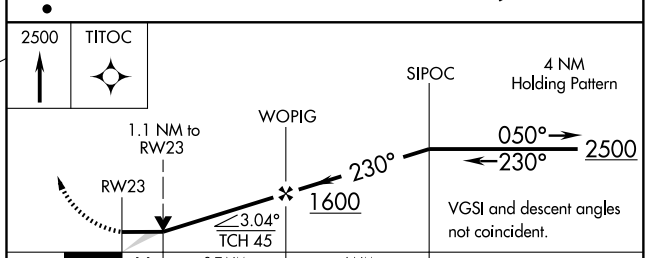
MISSED APPROACH: Climb to 2500 direct TITOC and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 121.1 | 119.2 263.0 | 122.4 | 123.0 L |




ELEV 12




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 368 (400-1) | | | 380-1¼ 368 (400-1¼) |
| CIRCLING | 420-1 408 (500-1) | 480-1 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

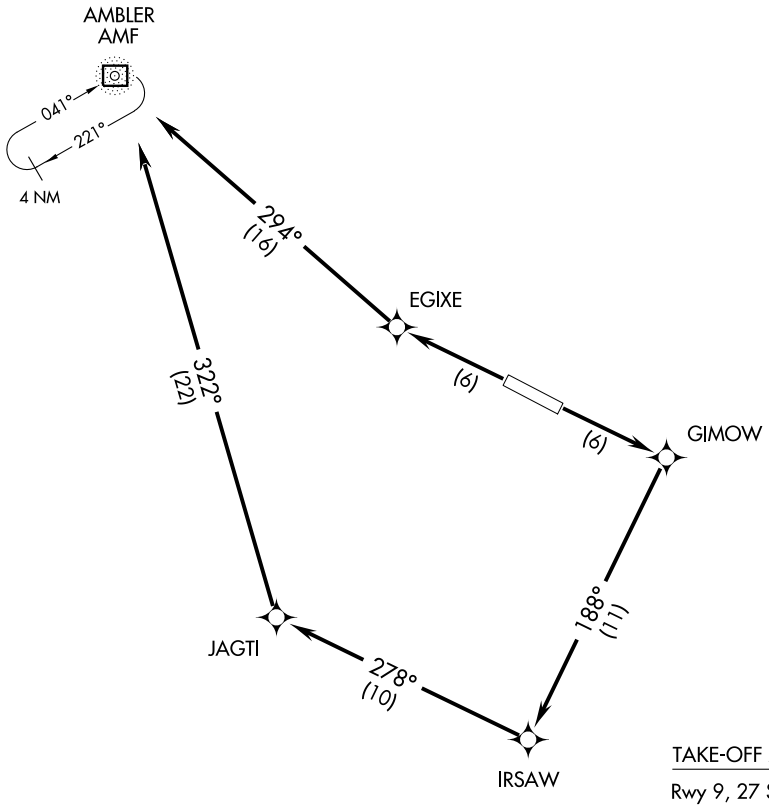
MIRL Rwy 5-23 L

AK. 08 APR 2010 to 03 JUN 2010

# AMBLR ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
119.2 263.0
CTAF 122.7
AWOS-3 118.525




TAKE-OFF MINIMUMS:

Rwy 9, 27 Standard.

NOTE: GPS Required
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb to 4000 or ATC assigned higher altitude direct GIMOW, and via track 188° to IRSAW, and via track 278° to JAGTI, and via track 322° to AMF NDB/DME.

TAKE-OFF RWY 27: Climb to 4000 or ATC assigned higher altitude direct EGIXE and via track 294° to AMF NDB/DME.

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 097° | TDZE | 184 |
| | Apt Elev | 197 |

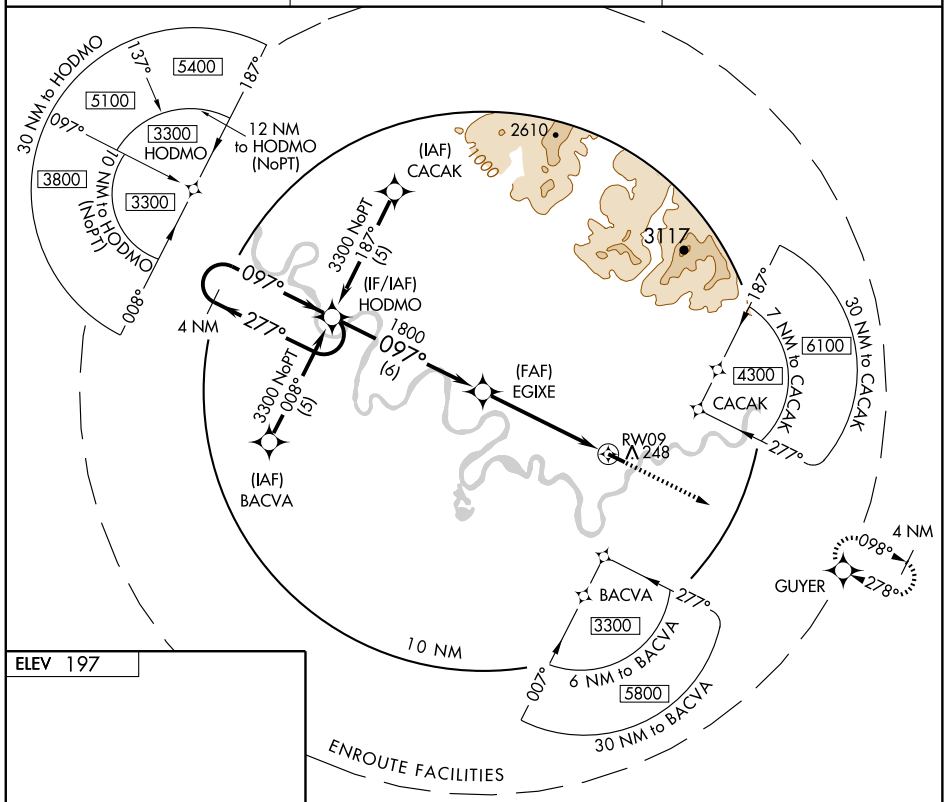
# RNAV (GPS) RWY 9

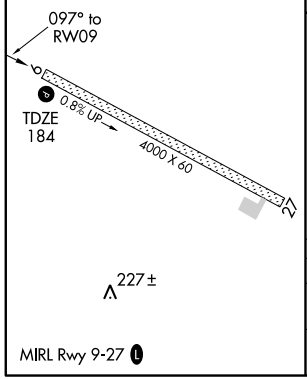
## SHUNGNAK (SHG) (PAGH)

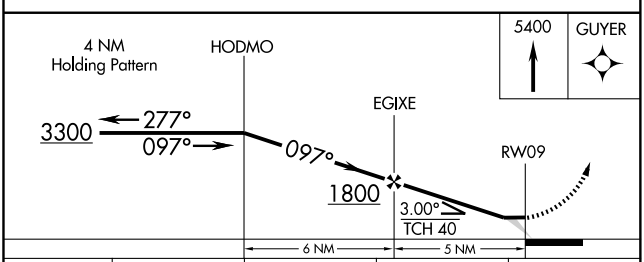
Use Ambler altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct GUYER WP and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.525 | 119.2 263.0 | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1¼<br>1256 (1300-1¼) | 1440-1½<br>1256 (1300-1½) | 1440-3<br>1256 (1300-3) | NA |
| CIRCLING | 1440-1¼<br>1243 (1300-1¼) | 1440-1½<br>1243 (1300-1½) | 1440-3<br>1243 (1300-3) | NA |

AK. 08 APR 2010 to 03 JUN 2010

SHUNGNAK, ALASKA AL-10172 (FAA)

# RNAV (GPS) RWY 27

SHUNGNAK(SHG)(PAGH)

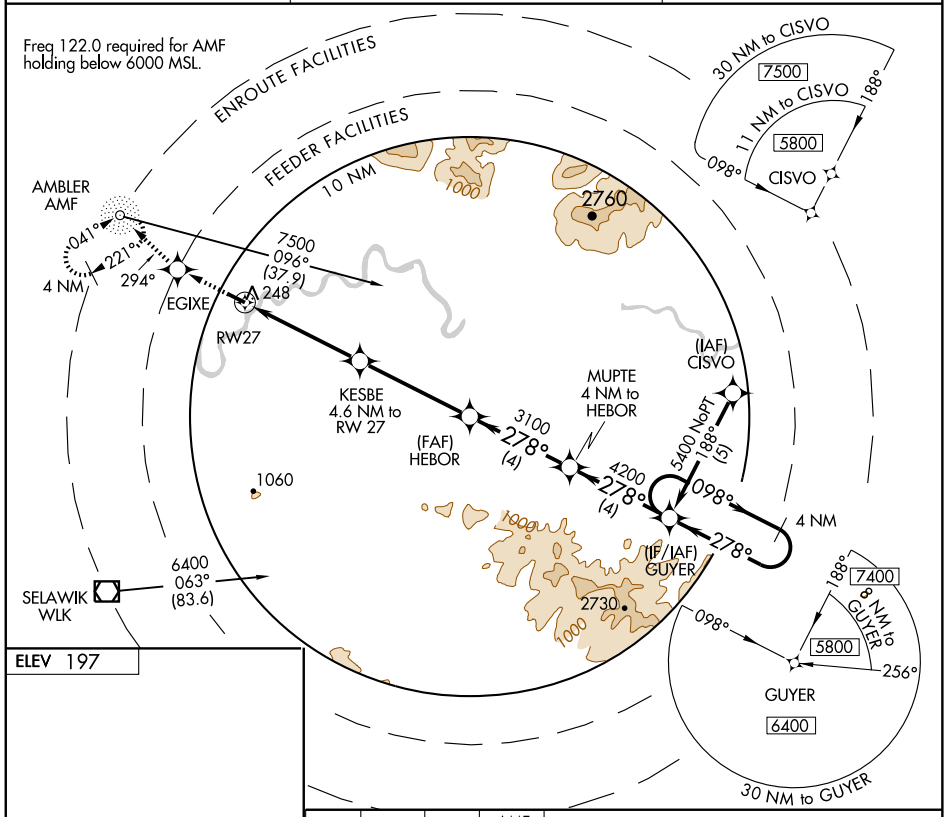
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 278° | TDZE | 197 |
| | Apt Elev | 197 |

Use Ambler altimeter setting.
NA DME/DME RNP-0.3 NA.

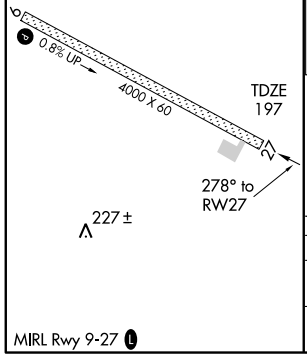
MISSED APPROACH: Climb to 5000 direct EGIXE WP and via 294° track to AMF NDB and hold.

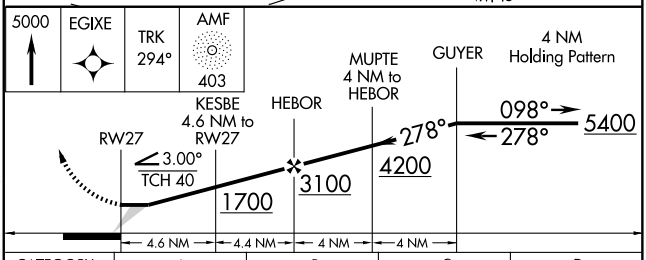
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 118.525 | 119.2 263.0 | 122.7 L |

Freq 122.0 required for AMF holding below 6000 MSL.




ELEV 197




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 403 (500-1) | | 600-1¼ 403 (500-1¼ ) | NA |
| CIRCLING | 660-1 463 (500-1) | | 660-1½ 463 (500-1½) | NA |

MIRL Rwy 9-27 L

AK. 08 APR 2010 to 03 JUN 2010

(BKA1.BKA) 09127

# BIORKA ONE DEPARTURE (OBSTACLE)

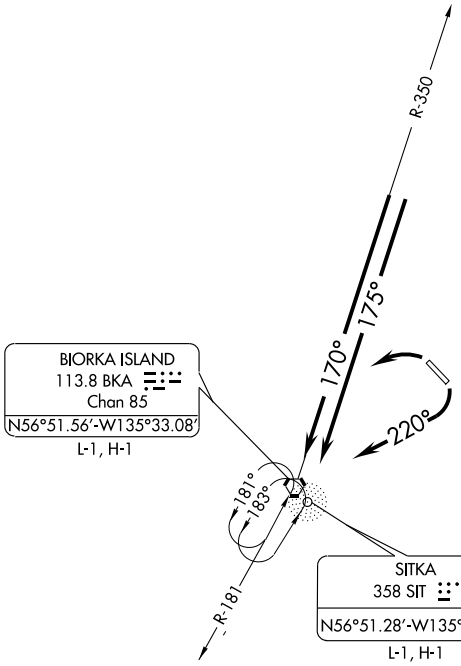
SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF)
UNICOM 122.95

WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

## TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611'from DER, 753' left of centerline, up to 100' AGL/198' MSL. Multiple trees 1942' from DER, 569' right of centerline, up to 75' AGL/136' MSL. Rwy 29: Tree, 401' from DER, 579' right of centerline, 34' AGL/55' MSL. Obstruction Lighting Windsock 81' from DER, 415' right of centerline, 17' AGL/38' MSL. Bush 157' from DER, 505' right of centerline, 13' AGL/34' MSL. Bush 168' from DER, 457' right of centerline, 10'AGL/31' MSL.




## TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 1600; more than 180 knots, 640' per NM to 3400, or 3800-3 for climb in visual conditions.
Runway 29, Standard with minimum climb of 221' per NM to 900, or 3800-3 for climb in visual conditions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 220° to intercept BKA R-350 to BKA VORTAC or SIT NDB 175° course to SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

TAKE-OFF RUNWAY 29: Climbing left turn, direct BKA VORTAC or SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

....Climb in BKA holding pattern (hold south, left turn 001° inbound) or SIT holding pattern (hold south, left turn 003° inbound) to MEA for route of flight.

AK, 08 APR 2010 to 03 JUN 2010

SITKA, ALASKA

AL-5414 (FAA)

| LOC I-SIT | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.9 | 112° | TDZE | 19 |
| Chan 26 | | Apt Elev | 21 |

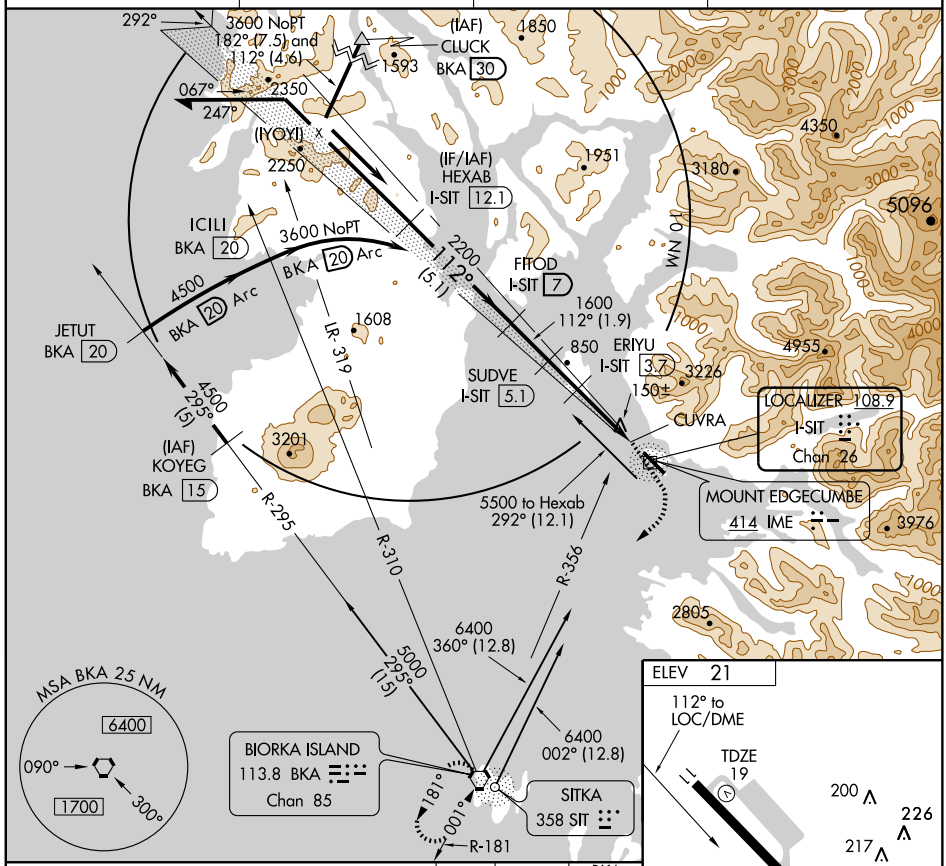
# LDA/DME RWY 11

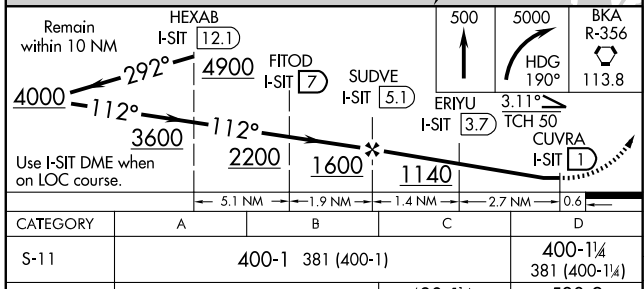
SITKA ROCKY GUTIERREZ (SIT) (PASI)

If local altimeter setting not received, procedure NA.
Circling not authorized north of Rwy 11-29.

MISSED APPROACH: Climb to 500 then climbing right turn to 5000 via heading 190° and BKA R-356 to BKA VORTAC and hold, continue climb-in-hold to 5000.

| ATIS | ANCHORAGE CENTER | SITKA RADIO | UNICOM |
|---|---|---|---|
| 135.9 | 126.1 335.5 | 123.6 (CTAF) L 122.2 | 122.95 |







REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 400-1 381 (400-1) | | | 400-1¼ 381 (400-1¼) |
| CIRCLING | 480-1 459 (500-1) | | 480-1½ 459 (500-1½) | 580-2 559 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 11

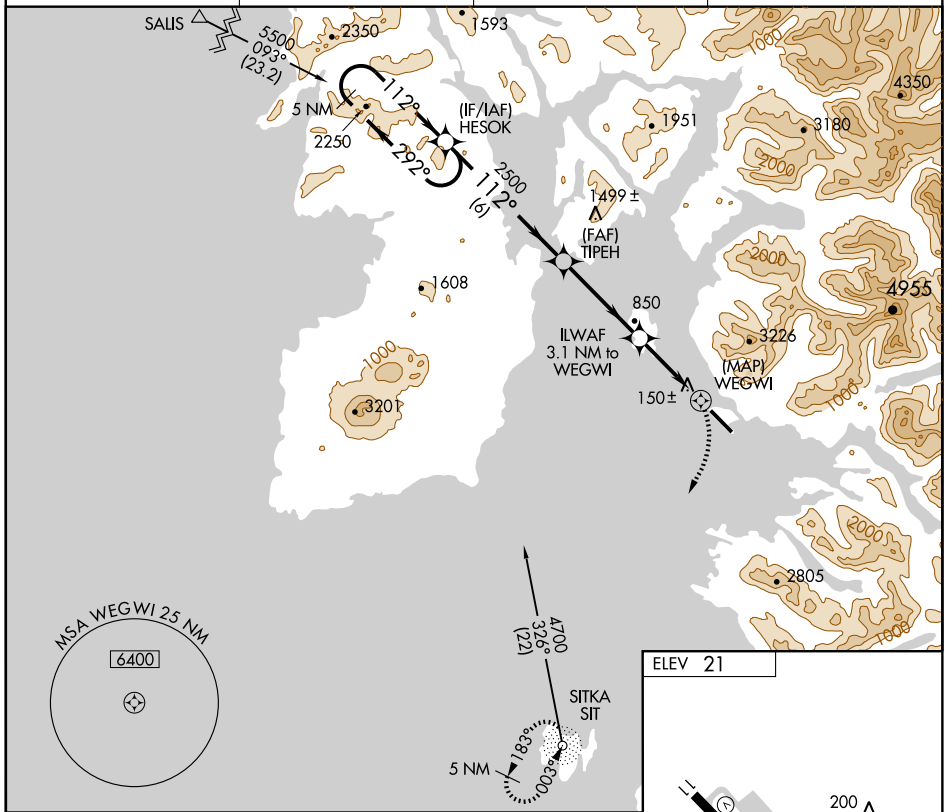
SITKA ROCKY GUTIERREZ (SIT) (PASI)

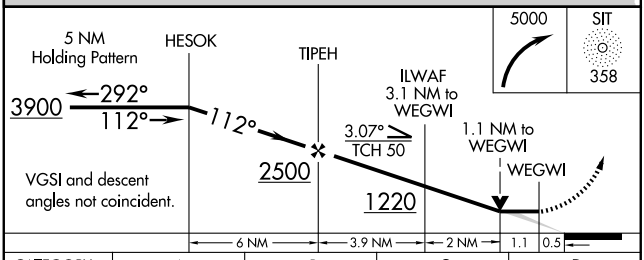
| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 112° | TDZE | 19 |
| | Apt Elev | 21 |

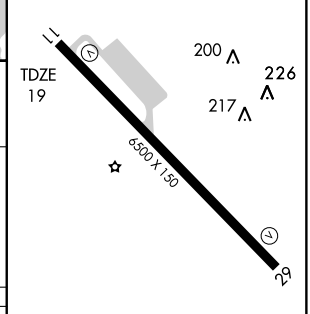
Circling NA north of Rwy 11-29.
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct SIT NDB and hold, continue climb-in-hold to 5000.

| ATIS | ANCHORAGE CENTER | SITKA RADIO | UNICOM |
|---|---|---|---|
| 135.9 | 126.1 335.5 | 123.6 (CTAF) L 122.2 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 561 (600-1) | | 580-1½ 561 (600-1½) | 580-1¾ 561 (600-1¾) |
| CIRCLING | 580-1 559 (600-1) | | 580-1½ 559 (600-1½) | 580-2 559 (600-2) |

REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

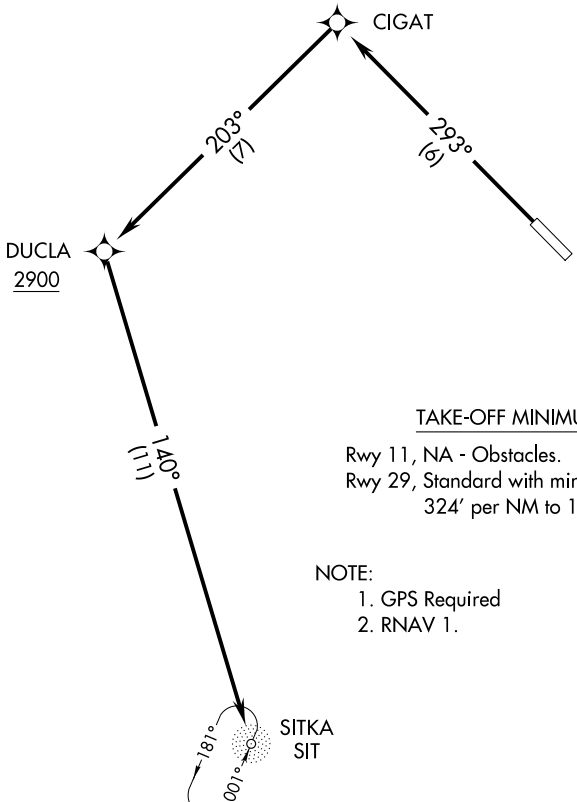
AK, 08 APR 2010 to 03 JUN 2010

# ROCKI ONE DEPARTURE (RNAV)



ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

NOTE: Chart not to scale.




TAKE-OFF MINIMUMS

Rwy 11, NA - Obstacles.
Rwy 29, Standard with minimum climb of 324′ per NM to 1400′.

NOTE:
1. GPS Required
2. RNAV 1.

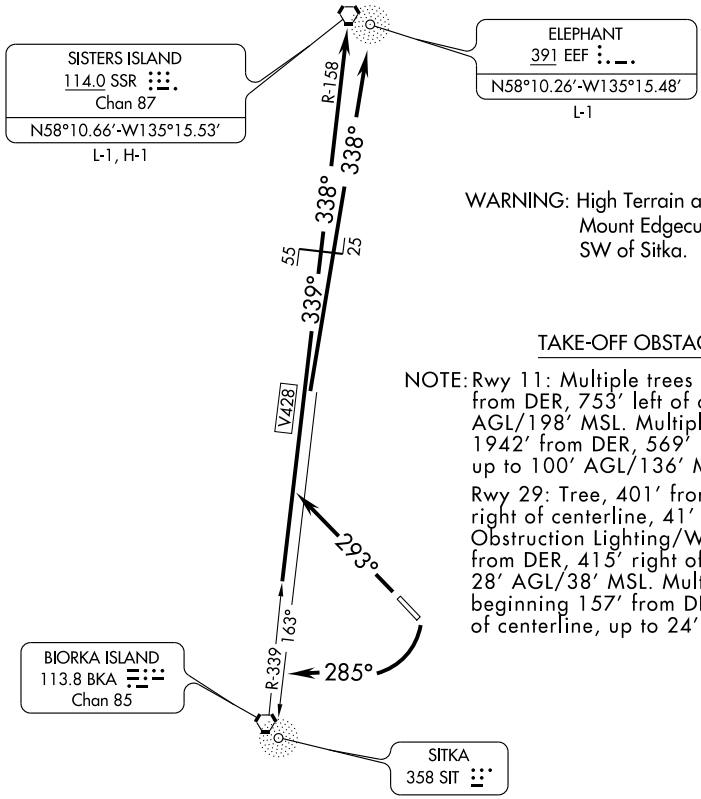
TAKE-OFF OBSTACLES

NOTE: Rwy 29, tree 401′ from departure end of runway, 579′ right of centerline, 41′ AGL/55′ MSL. Obstruction light on windsock 81′ from departure end of runway, 415′ right of centerline, 28′ AGL/38′ MSL. Multiple bushes beginning 157′ from departure end of runway, 457′ right of centerline, up to 24′ AGL/34′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 29: Climb via heading 293° to 4000 or ATC assigned altitude direct CIGAT, and via 203° track to cross DUCLA at or above 2900, then via 140° track to SIT NDB.

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2




WARNING: High Terrain all Quadrants Mount Edgecumbe 3201' 13 NM SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611' from DER, 753' left of centerline, 100' AGL/198' MSL. Multiple trees beginning 1942' from DER, 569' right of centerline, up to 100' AGL/136' MSL.

Rwy 29: Tree, 401' from DER, 579' right of centerline, 41' AGL/55' MSL. Obstruction Lighting/Windsock 81' from DER, 415' right of centerline, 28' AGL/38' MSL. Multiple bushes beginning 157' from DER, 457' right of centerline, up to 24' AGL/34' MSL.

TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 4500; more than 180 knots, 640' per NM to 3400.
Runway 29, Standard with minimum climb of 357' per NM to 5400.

NOTE: Chart not to scale.

AK, 08 APR 2010 to 03 JUN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn to heading 285° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

TAKE-OFF RUNWAY 29: Climb via heading 293° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

SITKA, ALASKA

AL-5414 (FAA)

| VORTAC BKA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.8 | 001° | TDZE | N/A |
| Chan 85 | | Apt Elev | 21 |

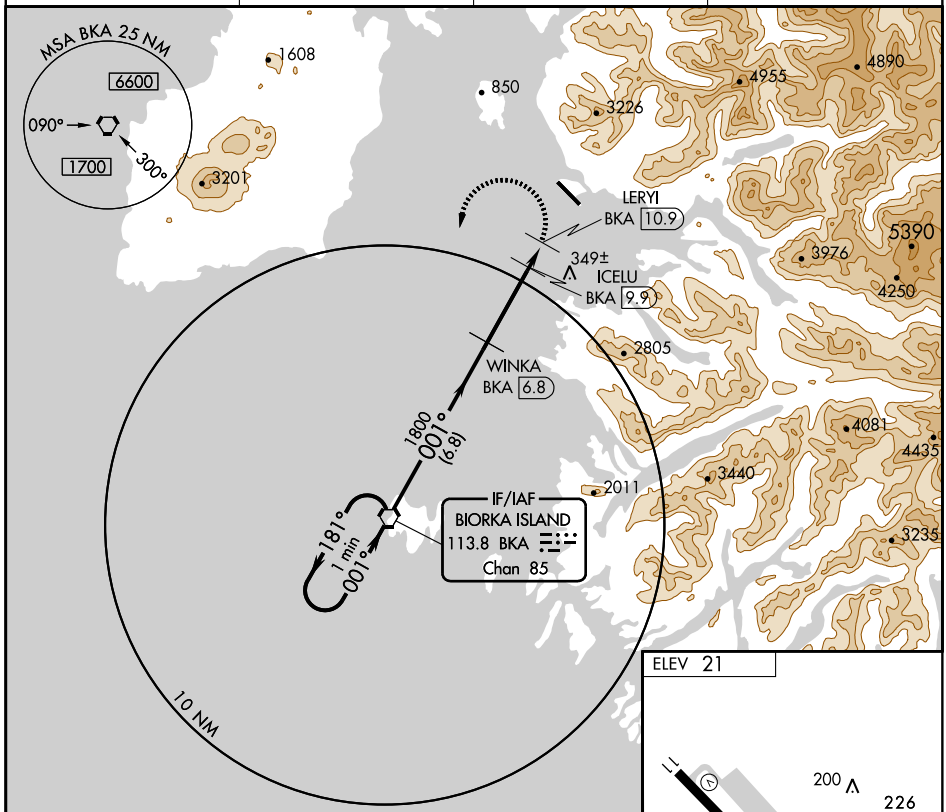
# VOR/DME-A

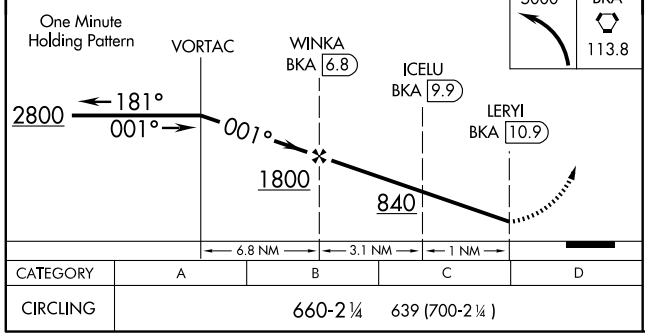
SITKA ROCKY GUTIERREZ (SIT) (PASI)

When local altimeter setting not received, procedure NA.
Circling NA north of runway 11-29.

MISSED APPROACH: Climbing left turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

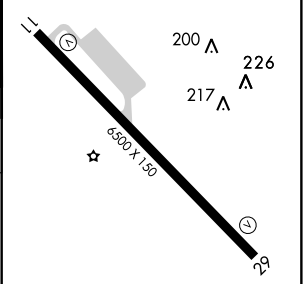
| ATIS | ANCHORAGE CENTER | SITKA RADIO | UNICOM |
|---|---|---|---|
| 135.9 | 126.1 335.5 | 123.6 (CTAF) L 122.2 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-2 ¼ | 639 (700-2 ¼ ) | | |

ELEV 21




REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| NDB/DME OLT 346 Chan 106 (115.9) | APP CRS 066° | Rwy Idg 5000 TDZE 95 Apt Elev 108 |
|---|---|---|

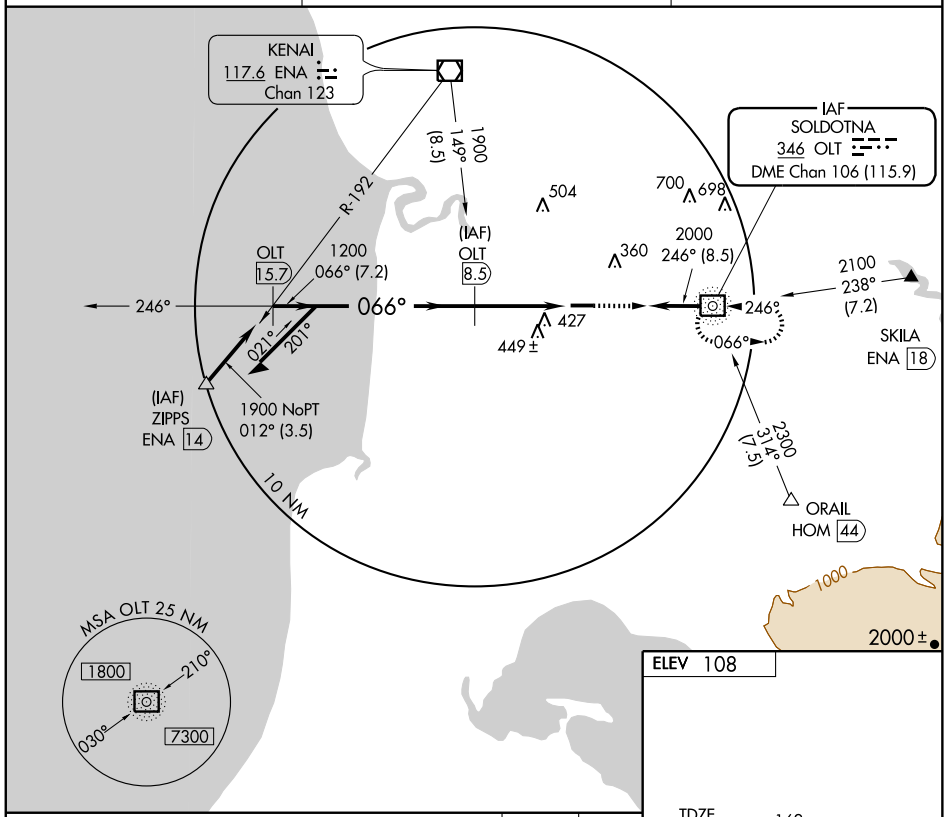
# NDB/DME RWY 7

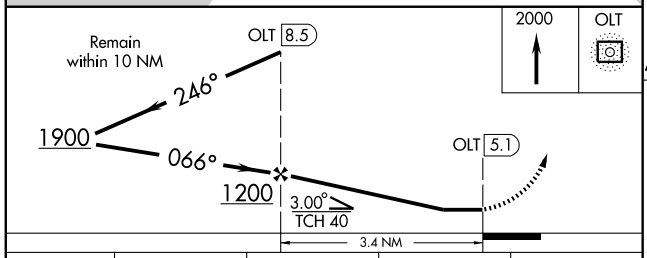
## SOLDOTNA (SXQ)(PASX)

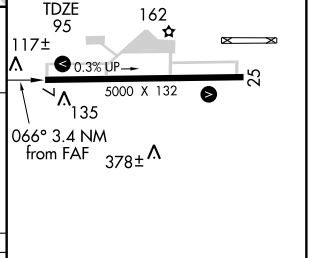
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2000 direct OLT NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 125.7 379.1 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 860-1 765 (800-1) | 860-1¼ 765 (800-1¼) | 860-2¼ 765 (800-2¼) | 860-2½ 765 (800-2½) |
| CIRCLING | 860-1 752 (800-1) | 860-1¼ 752 (800-1¼) | 860-2¼ 752 (800-2¼) | 860-2½ 752 (800-2½) |

MIRL Rwy 7-25 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

SOLDOTNA, ALASKA

AL-5464 (FAA)

| NDB/DME OLT 346 Chan 106 (115.9) | APP CRS 246° | Rwy Idg 5000 TDZE 107 Apt Elev 108 |
|---|---|---|

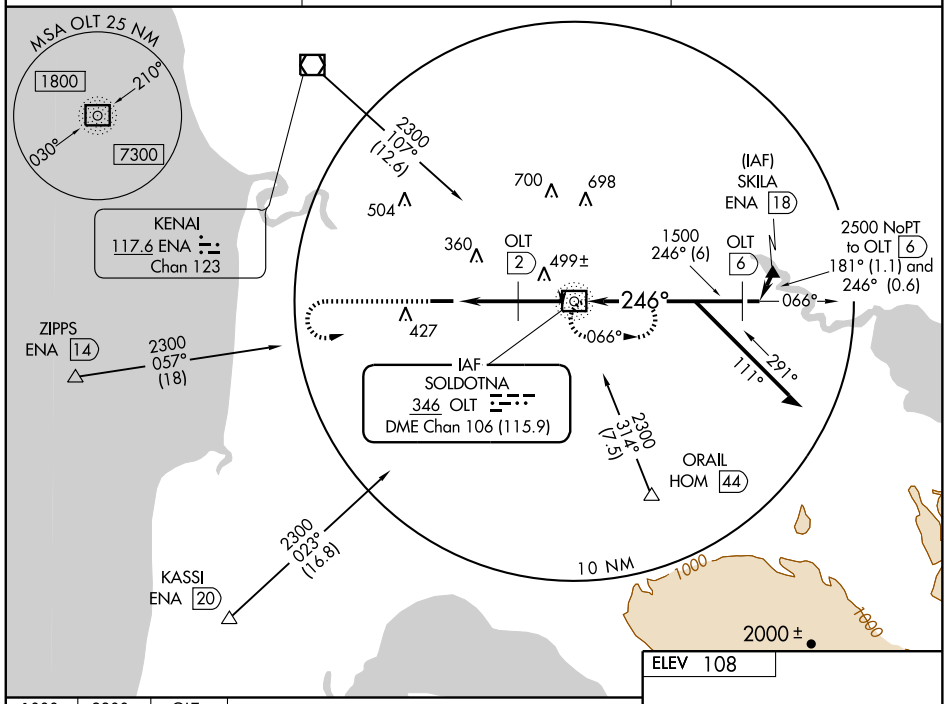
# NDB RWY 25

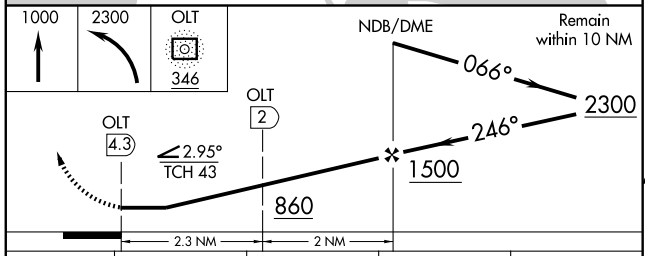
SOLDOTNA (SXQ)(PASX)

Circling not authorized South of Rwy 7-25.

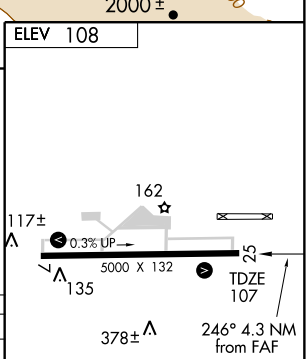
MISSED APPROACH: Climb to 1000 and then climbing left turn to 2300 direct OLT NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 125.7 379.1 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 860-1<br>753 (800-1) | 860-1¼<br>753 (800-1¼) | 860-2¼<br>753 (800-2¼) | 860-2½<br>753 (800-2½) |
| CIRCLING | 860-1<br>752 (800-1) | 860-1¼<br>752 (800-1¼) | 860-2¼<br>752 (800-2¼) | 860-2½<br>752 (800-2½) |
| DME MINIMA | | | | |
| S-25 | 760-1 653 (700-1) | | 760-1¾<br>653 (700-1¾) | 760-2<br>653 (700-2) |
| CIRCLING | 760-1 652 (700-1) | | 760-1¾<br>652 (700-1¾) | 760-2<br>652 (700-2) |




MIRL Rwy 7-25 L

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

AK. 08 APR 2010 to 03 JUN 2010

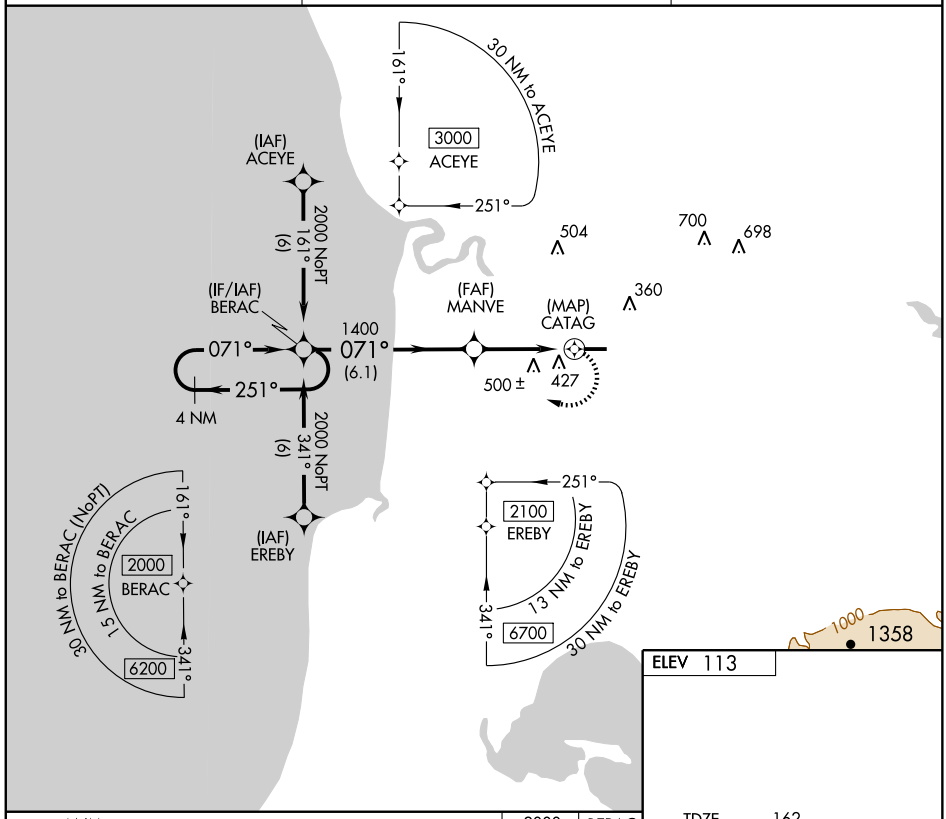
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 071° | TDZE | 102 |
| | Apt Elev | 113 |

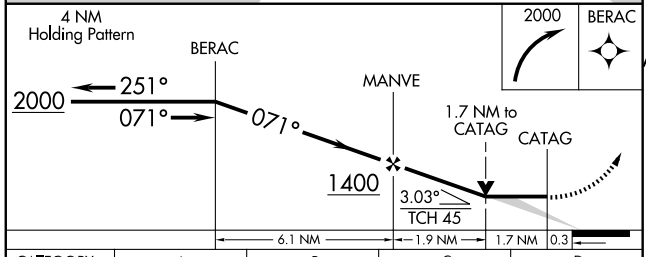
# RNAV (GPS) RWY 7
## SOLDOTNA (SXQ)(PASX)

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. VDP NA when using Kenai altimeter setting. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct BERAC and hold.

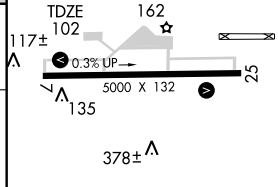
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 125.7 379.1 | 122.5 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 | 698 (700-1) | 800-2<br>698 (700-2) | 800-2¼<br>698 (700-2¼) |
| CIRCLING | 800-1 | 687 (700-1) | 800-2<br>687 (700-2) | 800-2¼<br>687 (700-2¼) |

MIRL Rwy 7-25 L

AK, 08 APR 2010 to 03 JUN 2010

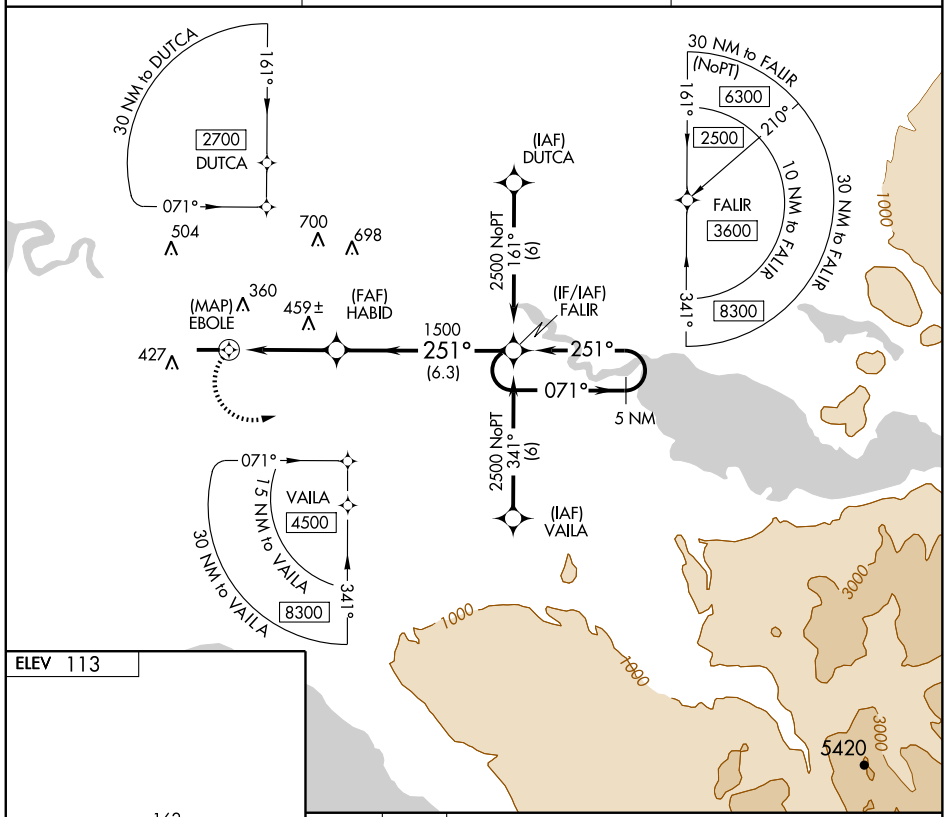
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 251° | TDZE | 113 |
| | Apt Elev | 113 |

# RNAV (GPS) RWY 25
## SOLDOTNA (SXQ)(PASX)

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

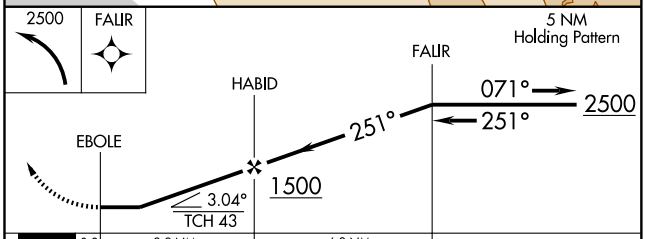
MISSED APPROACH: Climbing left turn to 2500 direct FALIR and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 125.7 379.1 | 122.5 (L) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 607 (700-1) | | 720-1¾ 607 (700-1¾) | 720-2 607 (700-2) |
| CIRCLING | 720-1 607 (700-1) | | 720-1¾ 607 (700-1¾) | 720-2 607 (700-2) |

MIRL Rwy 7-25 (L)

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME ENA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 126° | TDZE | N/A |
| Chan 123 | | Apt Elev | 108 |

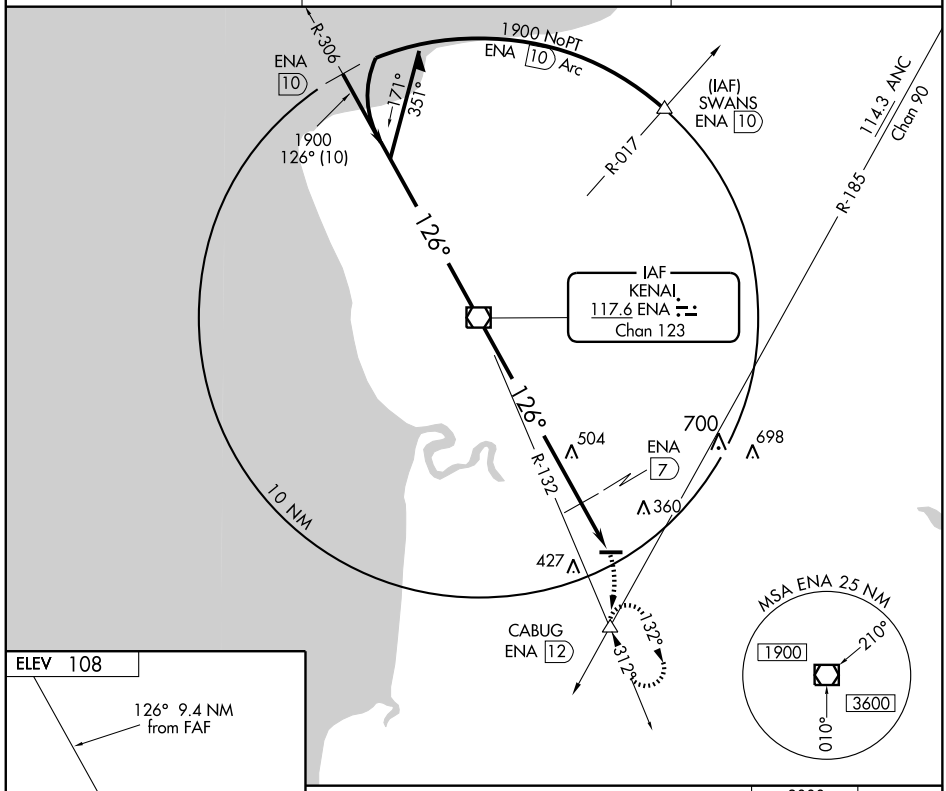
# VOR-A

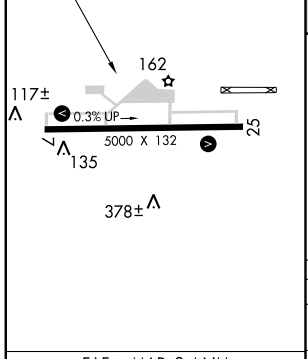
## SOLDOTNA (SXQ)(PASX)

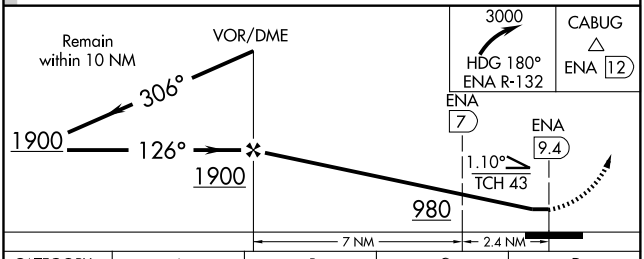
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3000 via heading 180° and ENA R-132 to CABUG Int and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 125.7 379.1 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1<br>872 (900-1) | 980-1½<br>872 (900-1½) | 980-2½<br>872 (900-2½) | 980-2¾<br>872 (900-2¾) |

| FAF to MAP 9.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:24 | 6:16 | 4:42 | 3:46 | 3:08 |

| DME MINIMUMS | | | |
|---|---|---|---|
| CIRCLING | 760-1 652 (700-1) | 760-1¾<br>652 (700-1¾) | 760-2<br>652 (700-2) |

AK, 08 APR 2010 to 03 JUN 2010

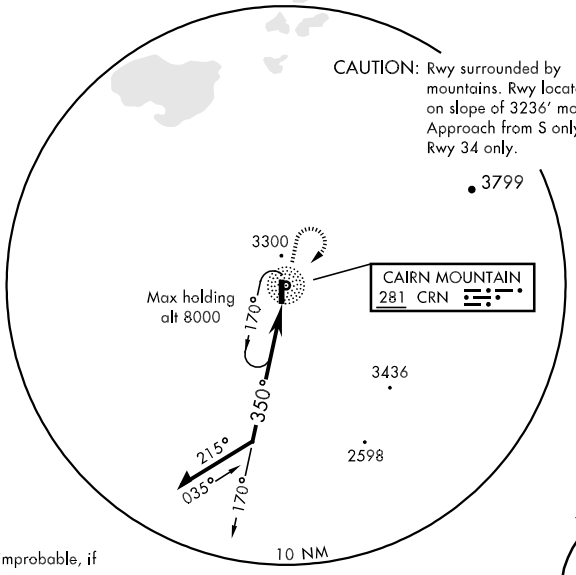
# NDB RWY 34

| NDB CRN | APCH CRS | Rwy ldg / THRE / Arpt Elev | AL-2332 [USAF] | SPARREVOHN LRRS (PASV) |
|---|---|---|---|---|
| 281 | 350° | 4198 / 1383 / 1585 | | |

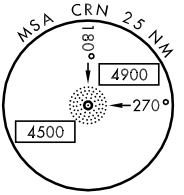
MISSED APPROACH: Climb on track 350° until passing 4200, then turn right climbing to 5500 direct CRN and hold. Climb in holding authorized.

| ANCHORAGE CENTER | KENAI RCO | SPARREVOHN RADIO | AWOS-3 |
|---|---|---|---|
| 134.3 351.8 | 122.5 | 126.2 | |

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

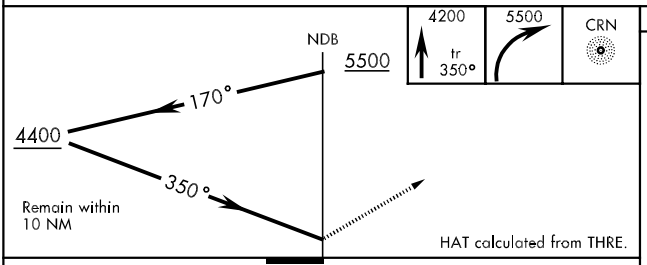



Successful go-around improbable, if initiated past the MAP.

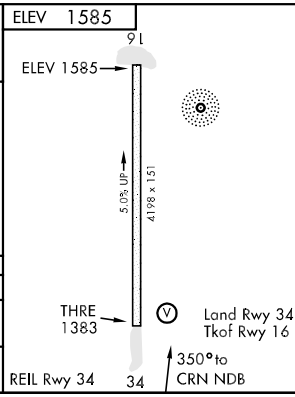



Night operations not authorized.

EMERG SAFE ALT 100 NM 13,500




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 3520-1¼ 2137 (2000-1¼) | 3520-1½ 2137 (2000-1½) | 3520-3 2137 (2000-3) | |
| CIRCLING | NOT AUTHORIZED | | | |






AK, 08 APR 2010 to 03 JUN 2010

# ILS RWY 11

## ST GEORGE (PBV) (PAPB)

| LOC I-PBV | APP CRS | Rwy Idg | 4980 |
|---|---|---|---|
| 110.1 | 107° | TDZE | 125 |
| | | Apt Elev | 125 |

DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via SRI NDB/DME 246° bearing to OLOOK/SRI 5.9 DME and hold, continue climb in hold to 3000.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 119.1 339.8 | 122.8 L |

IAF
ST PAUL ISLAND
314 SPY
DME Chan 36 (109.9)

3000 NoPT
151° (30.8)

Lead bearing SRI 114°

287°

062°
242°

EQQUP
SRI 12

2100

107° (6.1)

(IAF)
APOTE
SRI 5.9

3000 to Apote
287° (5.9)

1017

132±

380

PRIBILOF
399 SRI
DME Chan 96 (114.9)

946

OLOOK
SRI 5.9

066°
246°

246°

107°

3000
287°
(7.7)

LIJFY
SRI 7.7

MSA SRI 25 NM
2100

10 NM

LOCALIZER 110.1
I-PBV

ELEV 125

107° 5 NM from FAF

TDZE
125

4980 X 150

REIL Rwy 29 L
HIRL Rwy 11-29 L

ADF and DME REQUIRED

Remain within 10 NM

APOTE
SRI 5.9

287°
3000
107°
2100

2100

GS 3.60°
TCH 56

| 800 | 3000 | OLOOK |
|---|---|---|
| | SRI 246° | SRI 5.9 |

*When glideslope not available, use LOC/DME-C procedure.

NDB/DME

5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11* | 525-1¼ 400 (400-1¼) | | | NA |
| S-LOC 11 | NA | | | |
| CIRCLING | NA | | | |

AK, 08 APR 2010 to 03 JUN 2010

| LOC I-PBV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.1 | 107° | TDZE | N/A |
| | | Apt Elev | 125 |

# LOC/DME-C

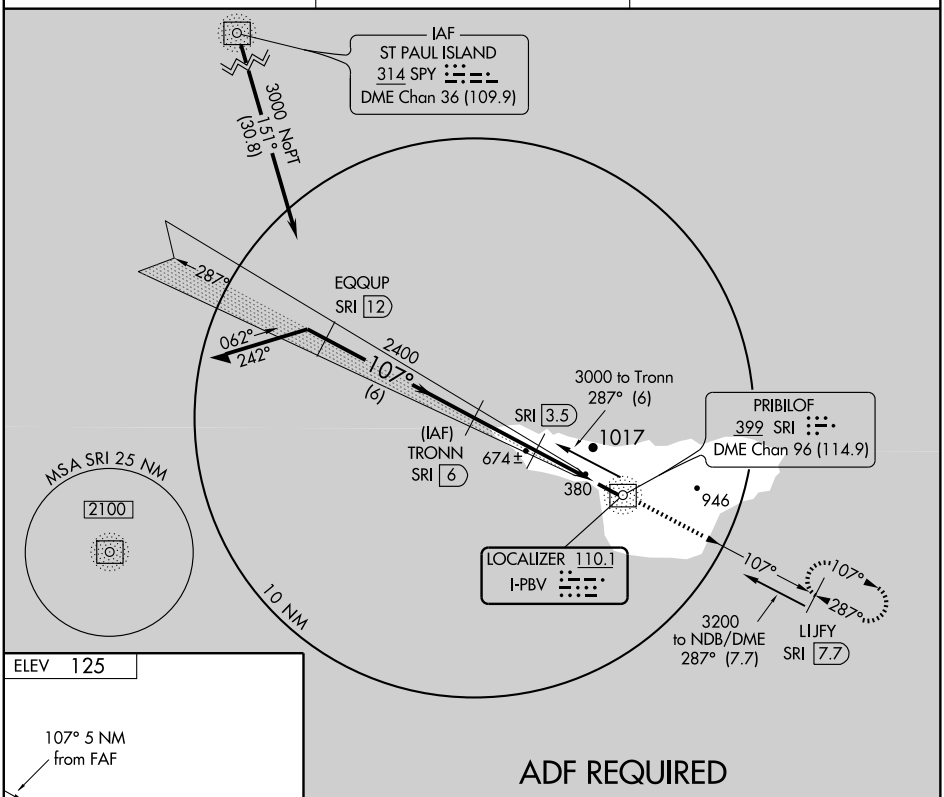
## ST GEORGE (PBV) (PAPB)

Circling not authorized north of Rwy 11-29.
DME from SRI NDB/DME.
Simultaneous reception of I-PBV and SRI DME required.

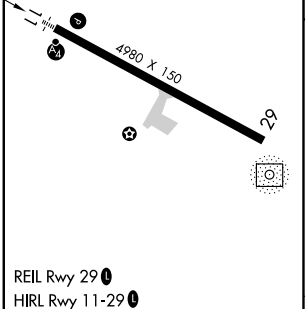
MALSF

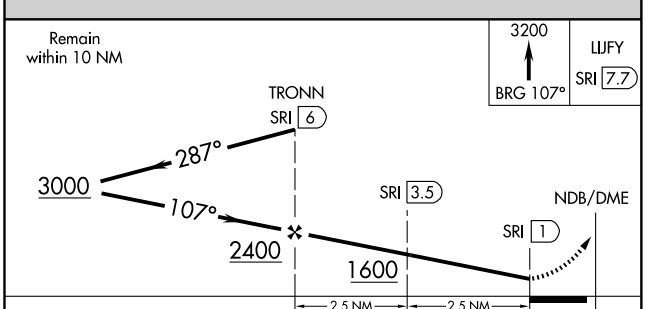
MISSED APPROACH: Climb to 3200 via SRI bearing 107° to LIJFY and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 119.1 339.8 | 122.8 L |




ADF REQUIRED



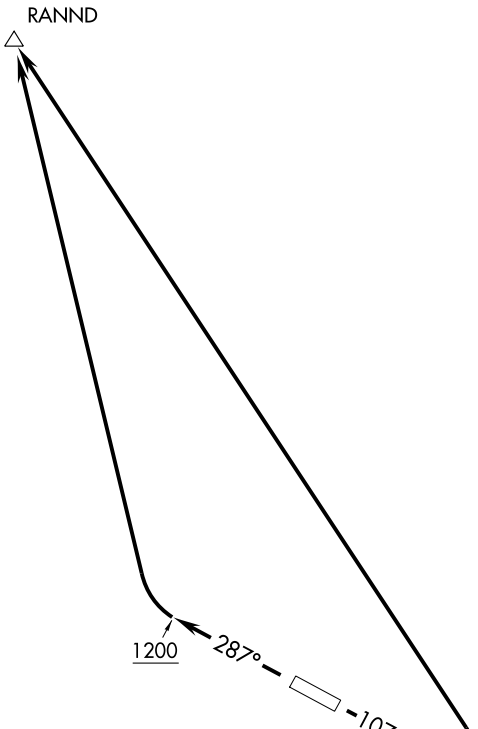

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>675 (700-1) | 880-1¼<br>755 (800-1¼) | 1000-2½<br>875 (900-2½) | 1000-2¾<br>875 (900-2¾) |

AK, 08 APR 2010 to 03 JUN 2010

# RANND ONE DEPARTURE (RNAV) SL-9124 (FAA)

ANCHORAGE CENTER
119.1 339.8
KENAI RADIO 122.5
CTAF 122.8 L
ASOS 135.45




NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 11: Standard with minimum climb of 454 feet per NM to 1100 or 700-3 with a minimum climb of 311 feet per NM to 1200.
Rwy 29: Standard with minimum climb of 690 feet per NM to 1200 or 800-3 with a minimum climb of 300 feet per NM to 1200.

TAKE-OFF OBSTACLES:
Rwy 29: Terrain beginning 102′ from DER, 43′ right of centerline, up to 260′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb heading 107° to 1100 then climbing left turn to 4800 or ATC assigned altitude direct RANND.
TAKE-OFF RWY 29: Climb heading 287° to 1200 then climbing right turn to 4800 or ATC assigned altitude direct RANND.

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 064° | TDZE | N/A |
| | Apt Elev | 125 |

# RNAV (GPS)-B

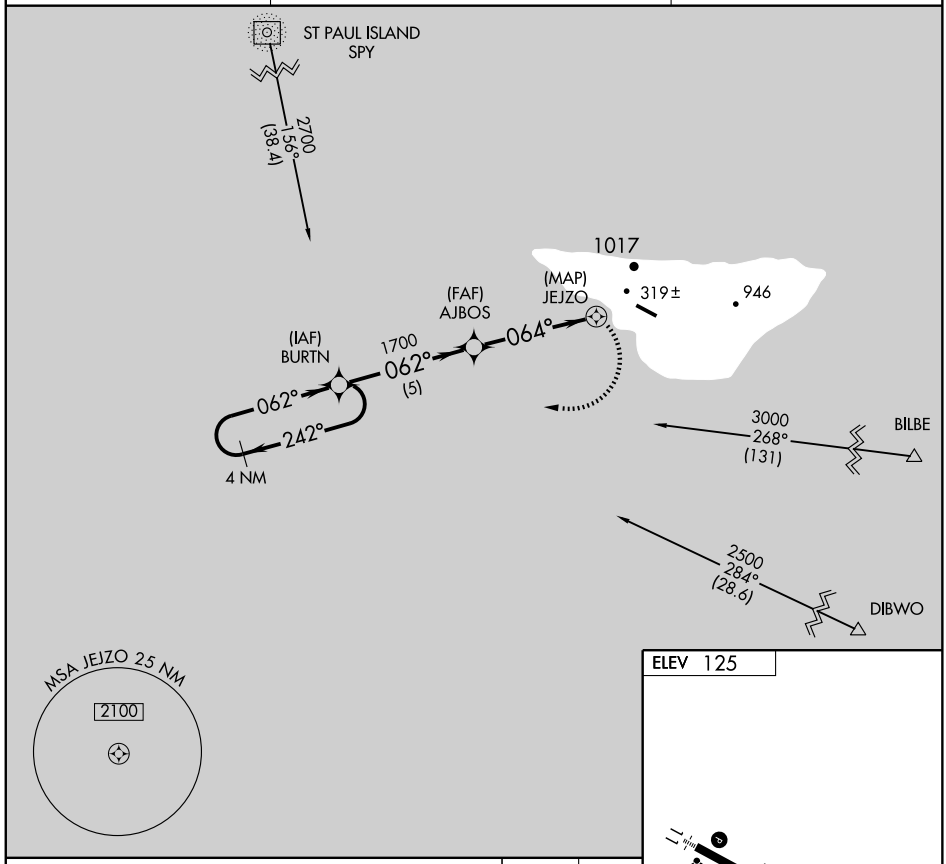
## ST GEORGE (PBV) (PAPB)

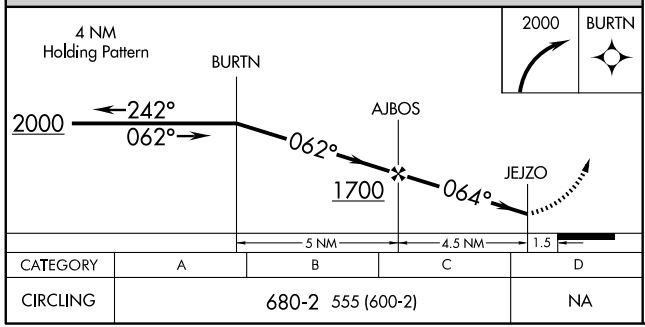
Circling not authorized northeast of rwy 11-29.
Circling not authorized southeast of rwy 29 threshold.
Procedure not authorized at night.

MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

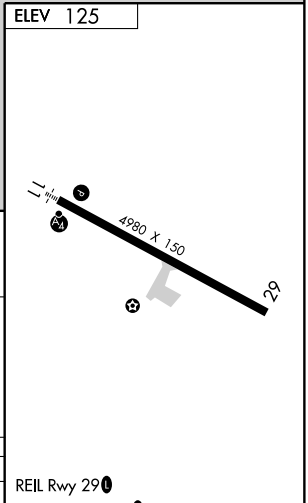
| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 119.1 339.8 | 122.8 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-2 555 (600-2) | | | NA |

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 064° | TDZE | N/A |
| | Apt Elev | 125 |

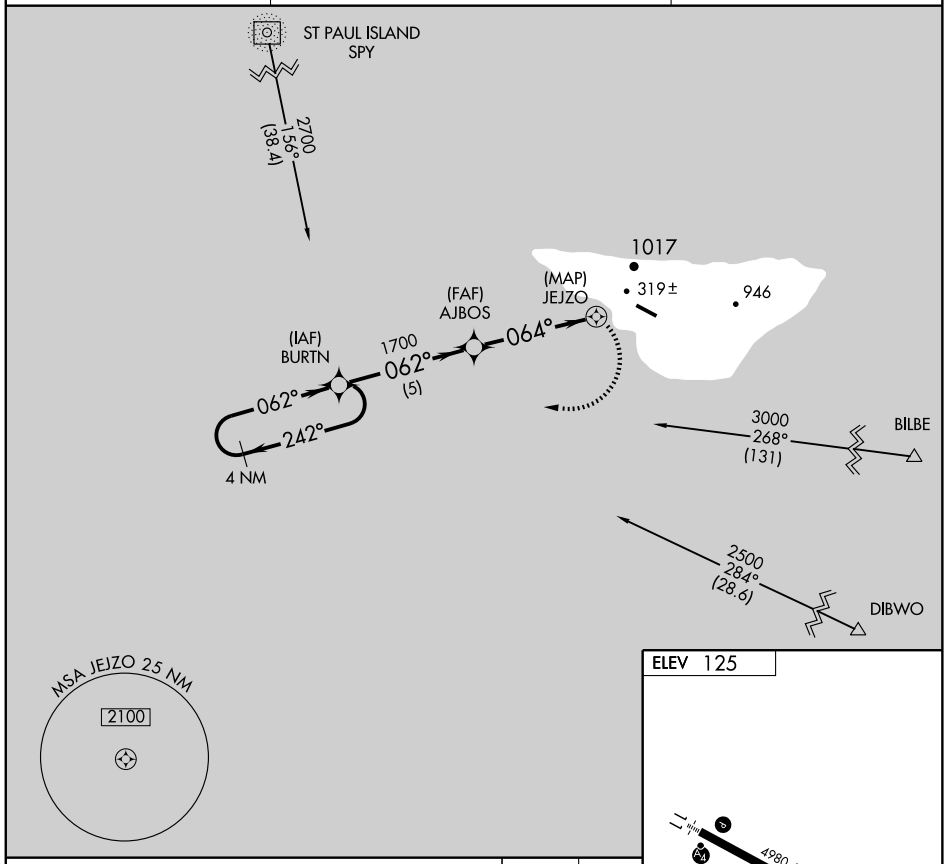
# RNAV (GPS)-D
## ST GEORGE (PBV) (PAPB)

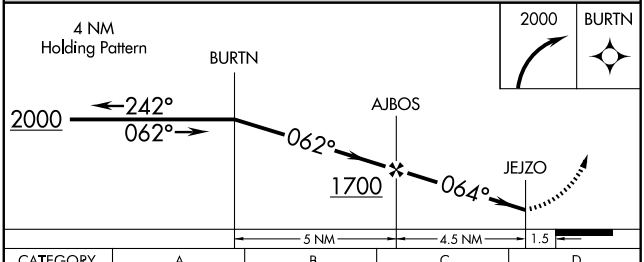
Circling not authorized northeast of rwy 11-29.

MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

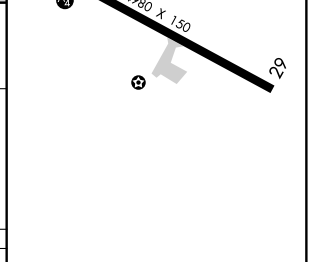
| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.45 | 119.1 339.8 | 122.8 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1¾<br>675 (700-1¾) | 840-1¾<br>715 (800-1¾) | 920-2¼<br>795 (800-2¼) | NA |

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

| LOC/DME I-SMA | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| 109.1 | 167° | TDZE | 302 |
| Chan 28 | | Apt Elev | 312 |

# LOC/DME RWY 17

## ST MARY'S (KSM)(PASM)

When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet.

Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 via heading 025° and I-SMA north course to SAWNY/I-SMA 6.2 DME and hold, continue climb-in-hold to 2600.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 L ★ |

Procedure NA for arrivals at ENM VOR/DME via V510 westbound.

(IAF) JOHNI I-SMA 24.6

3300 NoPT to YOZMO 167° (12.4)

1630

IAF EMMONAK 117.8 ENM Chan 125

3100 NoPT 119° (46.2)

347°

122°

302°

10 NM

(IF) YOZMO I-SMA 12.2

2000

167°

(6)

(IAF) SAWNY I-SMA 6.2

474±

347°

3000 to SAWNY 345° (5.9)

MSA SMA 25 NM 2900

868

COPMI I-SMA 1.5

ST MARYS 230 SMA

303±

638

LOCALIZER 109.1 I-SMA Chan 28

3000 to SMA NDB 310° (48)

MARSI BET 40

ELEV 312

167° 5.1 NM from FAF

315±

17

TDZE 302

0.3% UP

6008 X 150

0.4% UP

1520 X 60

6

24

35

HIRL Rwy 17-35 L

MIRL Rwy 6-24 L

| 800 | 2600 | SAWNY I-SMA 6.2 |
|---|---|---|
| | HDG 025° | |

SAWNY I-SMA 6.2

Remain within 10 NM

347°

2600

167°

COPMI I-SMA 1.5

2000

3.05°

TCH 51

0.4 4.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 560-1 258 (300-1) | | | |
| CIRCLING | 820-1 508 (600-1) | | 820-1½ 508 (600-1½) | 880-2 568 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| NDB SMA | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| 230 | 007° | TDZE | 308 |
| | | Apt Elev | 312 |

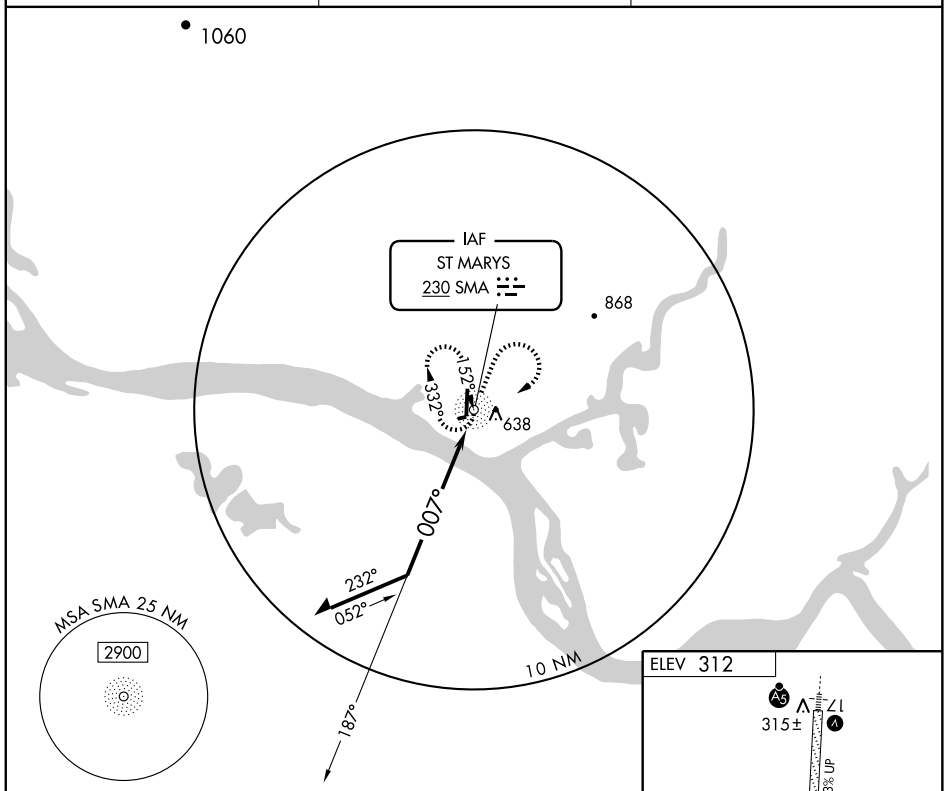
# NDB RWY 35

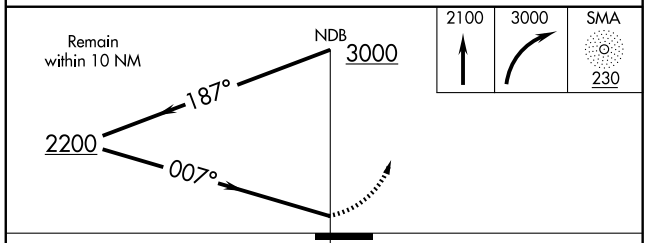
ST MARY'S (KSM)(PASM)

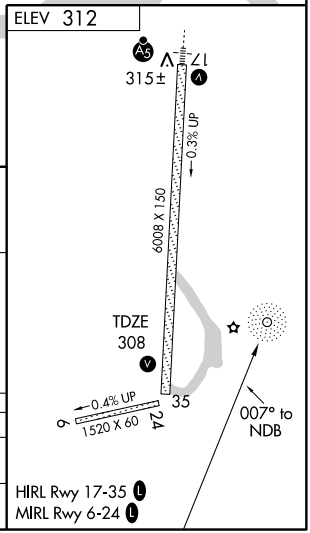
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct SMA NDB and hold, continue climb-in-hold to 3000.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1080-1<br>772 (800-1) | 1080-1¼<br>772 (800-1¼) | 1080-2¼<br>772 (800-2¼) | 1080-2½<br>772 (800-2½) |
| CIRCLING | 1080-1<br>768 (800-1) | 1080-1¼<br>768 (800-1¼) | 1080-2¼<br>768 (800-2¼) | 1080-2½<br>768 (800-2½) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6008 |
|---|---|---|
| 167° | TDZE | 302 |
| | Apt Elev | 312 |

# RNAV (GPS) Y RWY 17

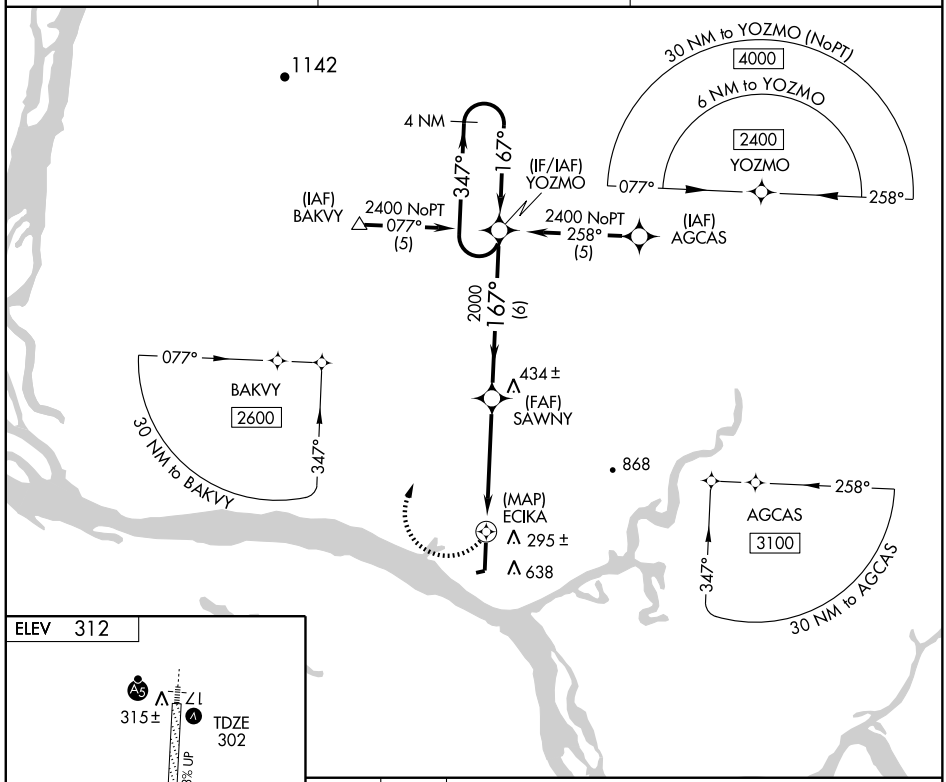
## ST MARY'S (KSM)(PASM)

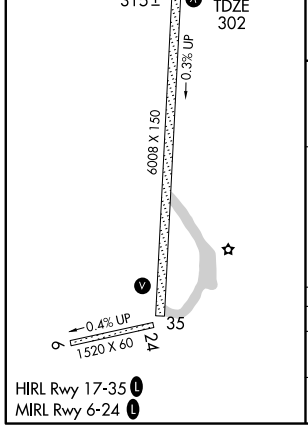
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. VDP NA when using Mountain Village altimeter setting. DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR

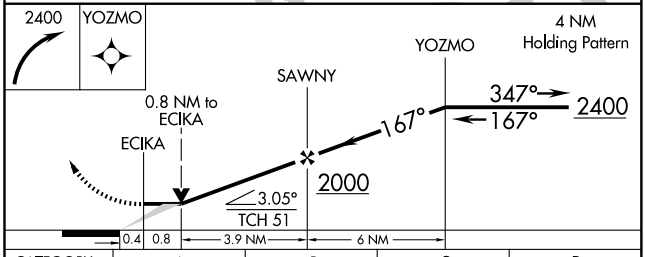
MISSED APPROACH: Climbing right turn to 2400 direct YOZMO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 L ★ |




HIRL Rwy 17-35 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 418 (500-1) | 720-1¼ | 418 (500-1¼) |
| CIRCLING | 820-1 | 508 (600-1) | 820-1½ 508 (600-1½) | 880-2 568 (600-2) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6008 |
|---|---|---|
| 347° | TDZE | 308 |
| | Apt Elev | 312 |

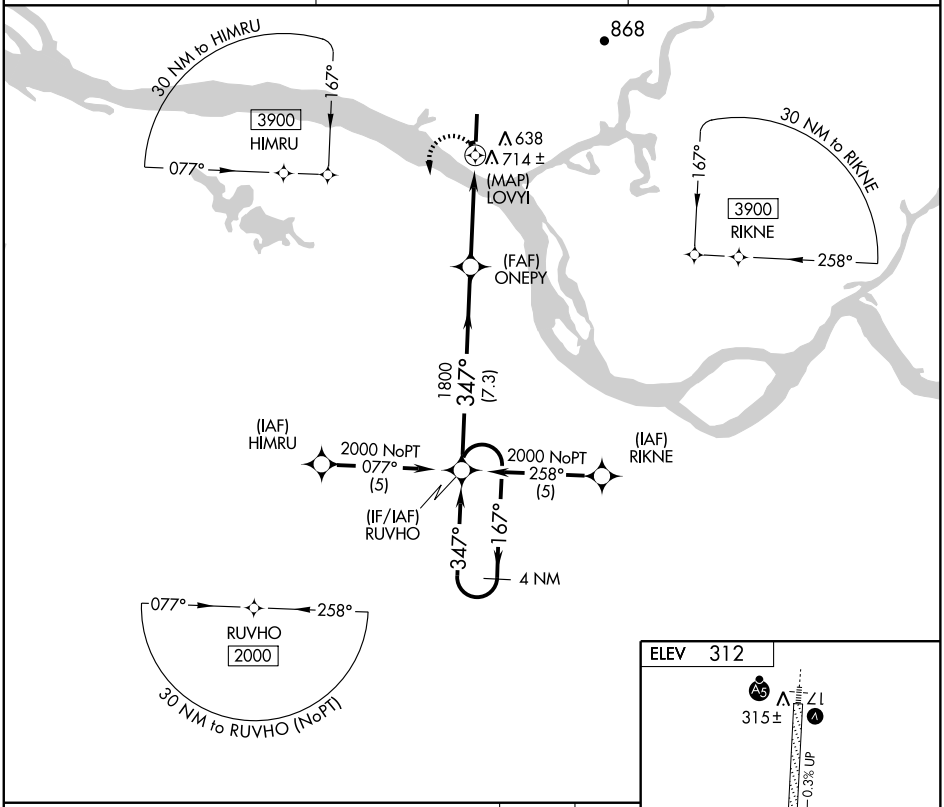
# RNAV (GPS) Y RWY 35

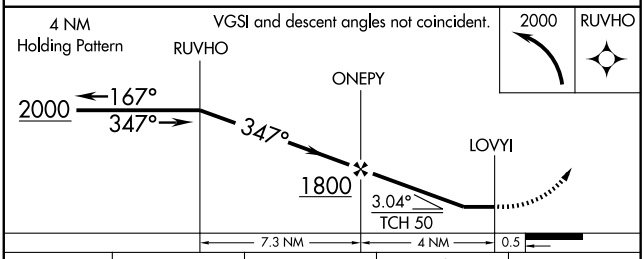
ST MARY'S (KSM)(PASM)

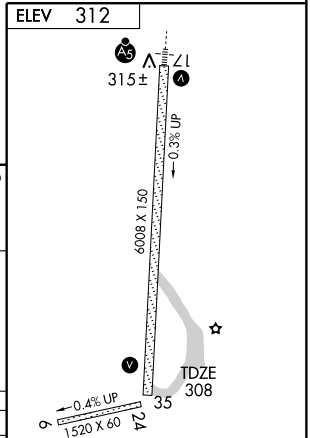
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile.
Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct RUVHO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 712 (800-1) | 1020-2<br>712 (800-2) | 1020-2¼<br>712 (800-2¼) |
| CIRCLING | 1020-1 | 708 (800-1) | 1020-2<br>708 (800-2) | 1020-2¼<br>708 (800-2¼) |

HIRL Rwy 17-35 L
MIRL Rwy 6-24 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| CH 86506 | 167° | TDZE | 302 |
| W17A | | Apt Elev | 312 |

# RNAV (GPS) Z RWY 17

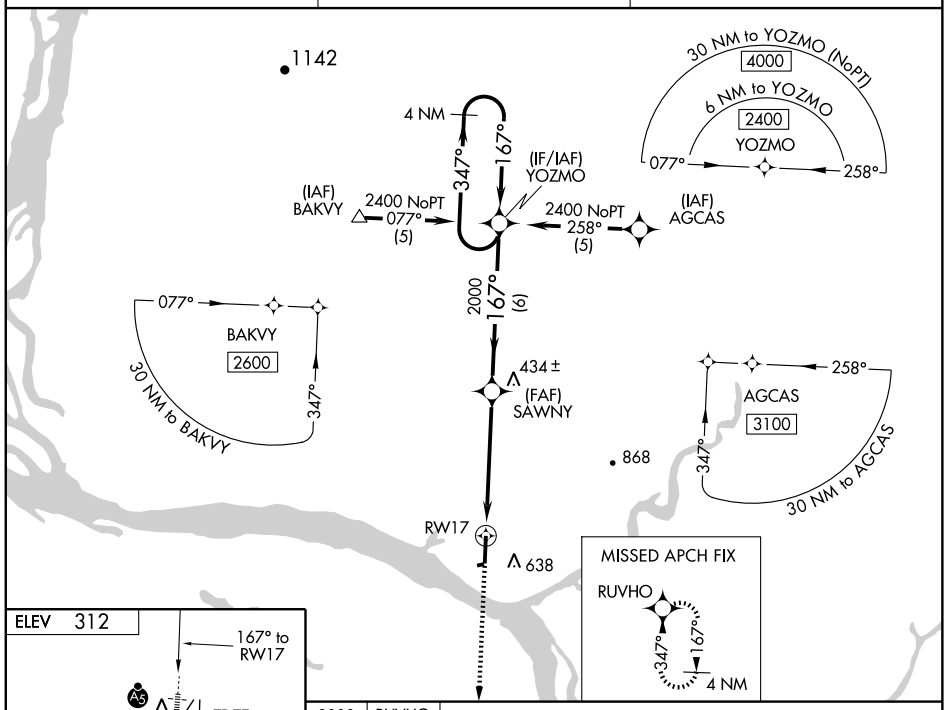
ST MARY'S (KSM)(PASM)

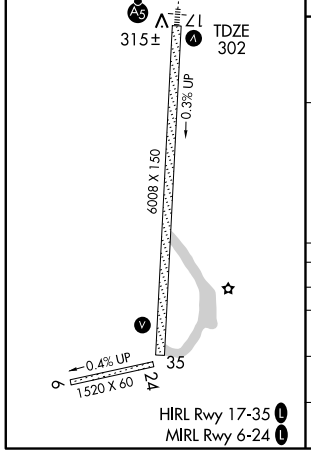
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet and MDAs 40 feet. VDP NA when using Mountain Village altimeter setting. Baro-VNAV NA when using Mountain Village altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA.

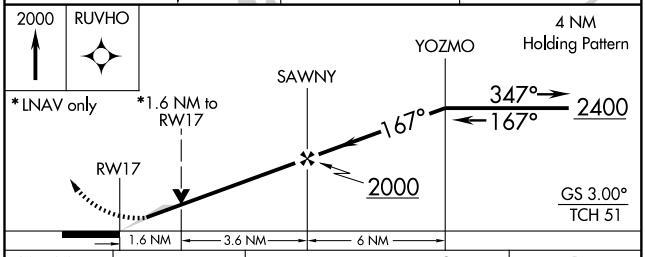
MALSR

MISSED APPROACH: Climb to 2000 direct RUVHO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 557-1 | 255 (300-1) | | |
| LNAV/VNAV DA | 717-1½ | 415 (500-1½) | | |
| LNAV MDA | 840-1 | 538 (600-1) | 840-1½ 538 (600-1½) | 840-1¾ 538 (600-1¾) |
| CIRCLING | 840-1 | 528 (600-1) | 840-1½ 528 (600-1½) | 880-2 568 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

| WAAS CH 90406 W35A | APP CRS 347° | Rwy Idg 6008<br>TDZE 308<br>Apt Elev 312 |
|---|---|---|

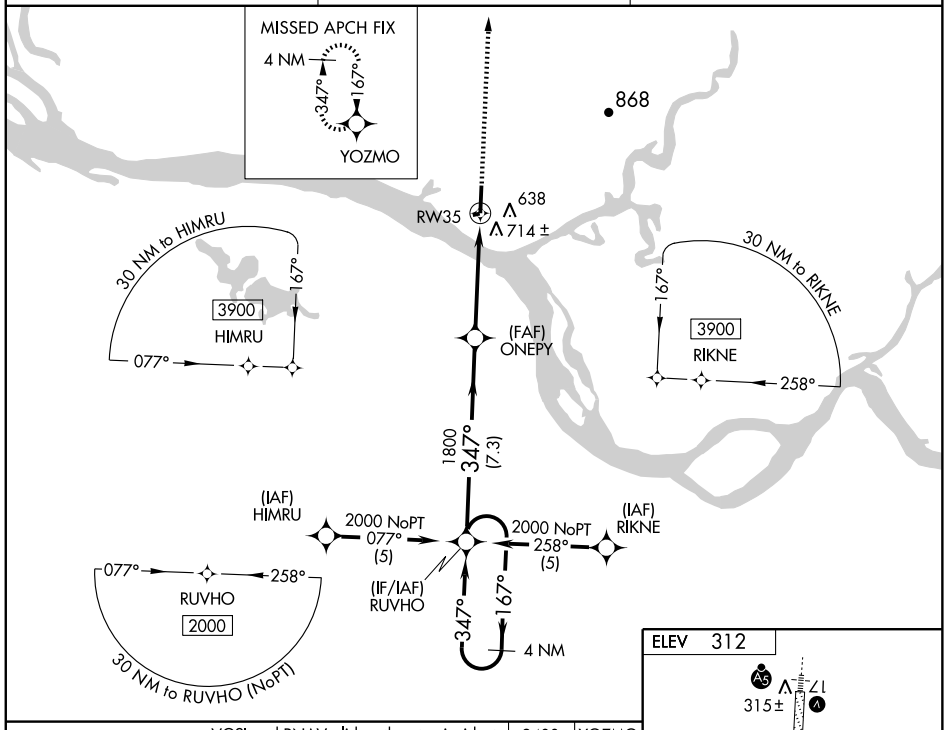
# RNAV (GPS) Z RWY 35

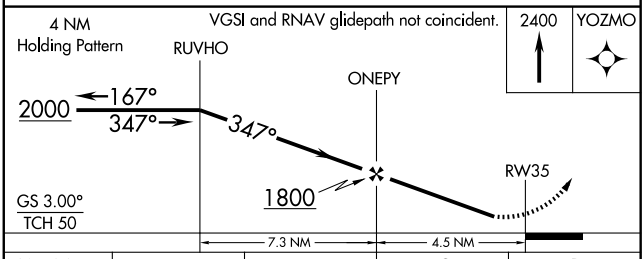
ST MARY'S (KSM)(PASM)

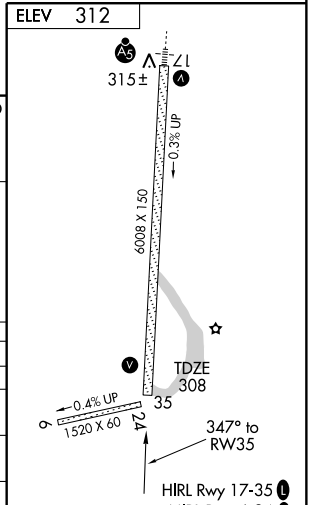
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet, all MDAs 40 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Mountain Village altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35.
Circling to Rwy 6 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOZMO and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 128.7 | 124.0 | 122.3 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 558-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 1181-3 | 873 (900-3) | |
| LNAV MDA | 1020-1 712 (800-1) | | 1020-2 712 (800-2) | 1020-2¼ 712 (800-2¼) |
| CIRCLING | 1020-1 708 (800-1) | | 1020-2 708 (800-2) | 1020-2¼ 708 (800-2¼) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 003° | TDZE | 98 |
| | Apt Elev | 98 |

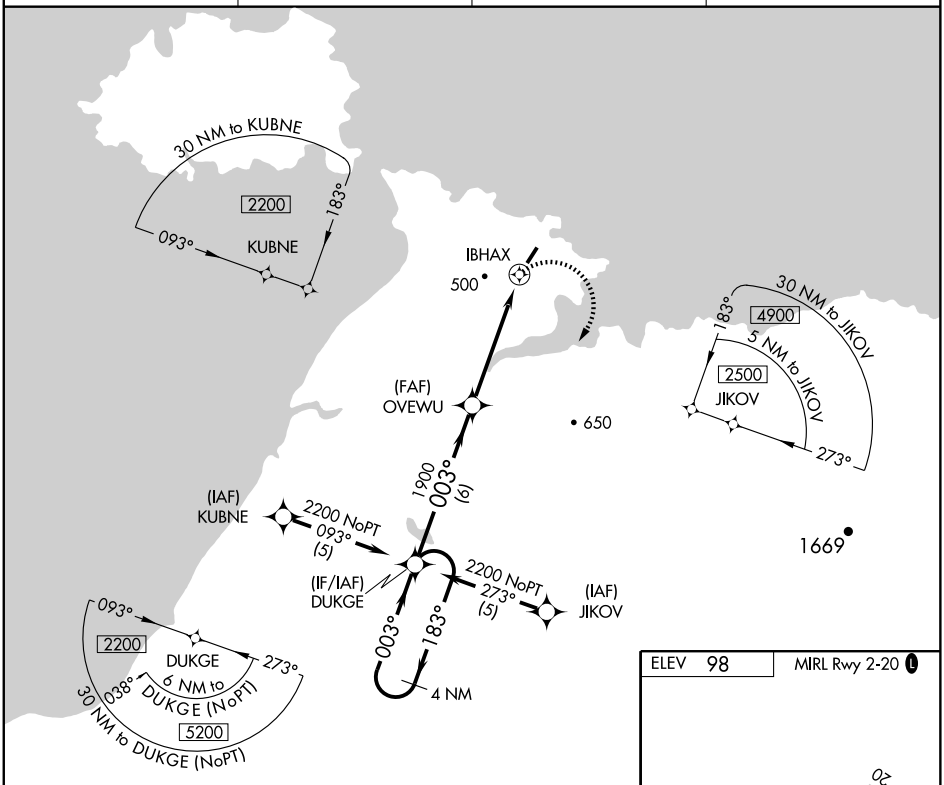
# RNAV (GPS) RWY 2

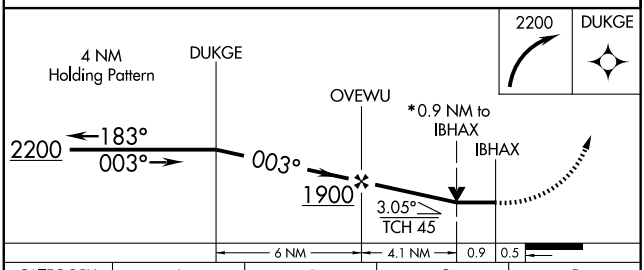
ST MICHAEL (SMK) (PAMK)

If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
* VDP NA with Unalakleet altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct DUKGE and hold.

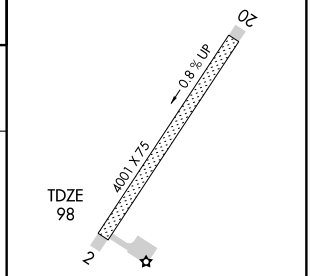
| ASOS | ANCHORAGE CENTER | NOME RADIO | UNICOM |
|---|---|---|---|
| 119.275 | 124.0 | 122.30 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 482 (500-1) | 580-1¼ 482 (500-1¼) | 580-1½ 482 (500-1½) |
| CIRCLING | 580-1 | 482 (500-1) | 580-1½ 482 (500-1½) | 660-2 562 (600-2) |

ELEV 98 MIRL Rwy 2-20 L




AK. 08 APR 2010 to 03 JUN 2010

| WAAS CH **93602** **W20A** | APP CRS **196°** | Rwy Idg **4001** TDZE **88** Apt Elev **98** |
|---|---|---|

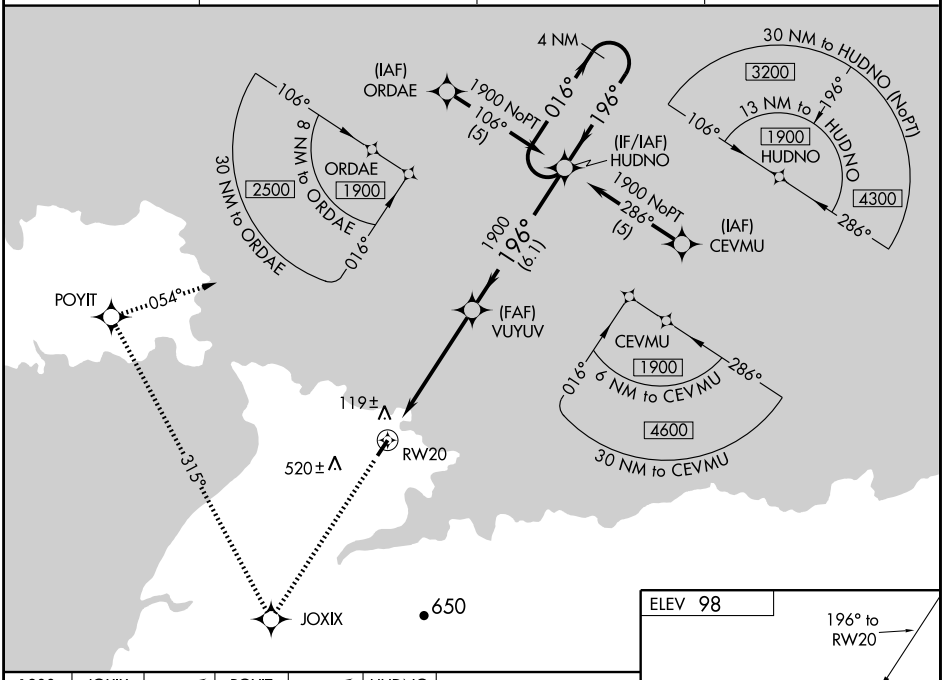
# RNAV (GPS) RWY 20

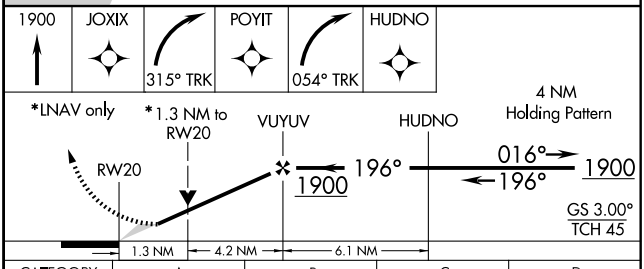
ST MICHAEL (SMK) (PAMK)

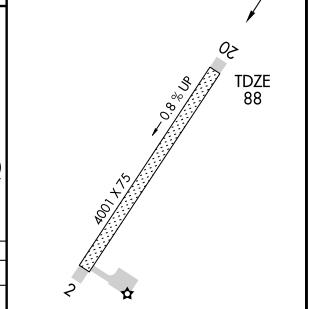
T If local altimeter setting not received, use Unalakleet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.
A DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).
W VDP NA with Unalakleet altimeter setting.

MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

| ASOS | ANCHORAGE CENTER | NOME RADIO | UNICOM |
|---|---|---|---|
| **119.275** | **124.0** | **122.30** | **122.8** (CTAF) L |



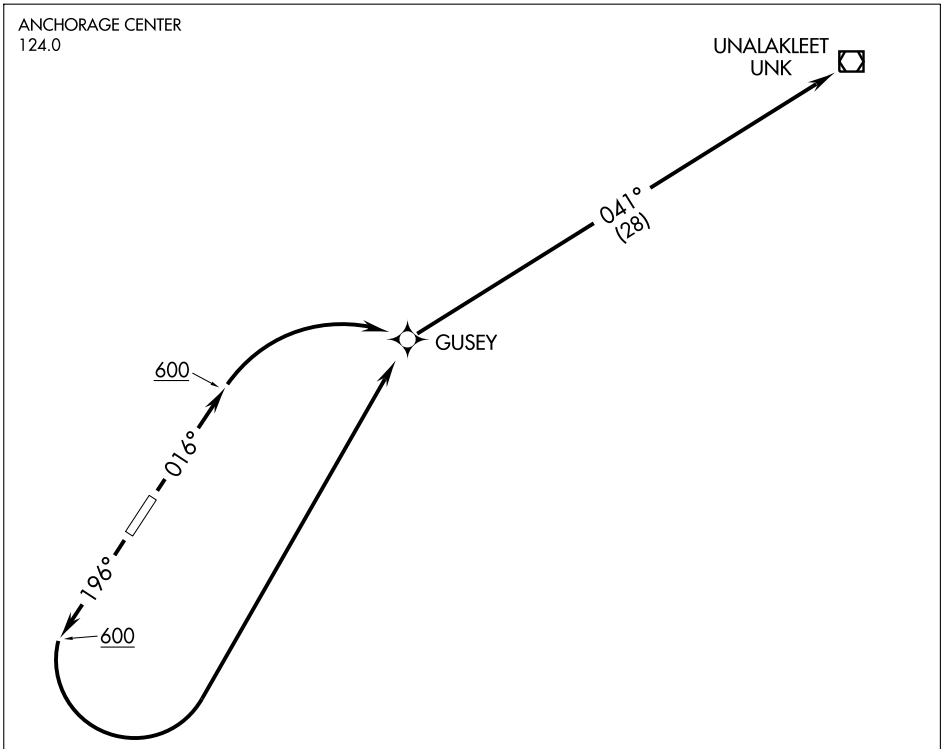

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 338-1 250 (300-1) | | | |
| LNAV/VNAV DA | 452-1¼ 364 (400-1¼) | | | |
| LNAV MDA | 520-1 432 (500-1) | | 520-1¼ 432 (500-1¼) | 520-1½ 432 (500-1½) |
| CIRCLING | 520-1 422 (500-1) | 560-1 462 (500-1) | 560-1½ 462 (500-1½) | 660-2 562 (600-2) |

MIRL Rwy 2-20 L

AK. 08 APR 2010 to 03 JUN 2010

# UNALAKLEET ONE DEPARTURE (RNAV)






TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Tree 36′ from DER, 377′ right of centerline, 20′ AGL / 83′ MSL.
Rwy 20: Terrain beginning 2′ to 2276′ from DER, 51′ to 966′ right of centerline, up to 151′ MSL.
Terrain beginning 110′ to 917′ from DER, 13′ to 533′ left of centerline, up to 119′ MSL.
Tree 1779′ from DER, 504′ right of centerline, 20′ AGL / 219′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 016° to 600, then climbing right turn to 3000 direct GUSEY, thence . . .
TAKE-OFF RUNWAY 20: Climb via heading 196° to 600, then climbing left turn to 3000 direct GUSEY, thence . . .
. . . from GUSEY proceed via track 041° to UNK VOR/DME. Maintain 3500 or ATC assigned altitude.

| LOC I-PAU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 109.9 | 360° | TDZE | 40 |
| | | Apt Elev | 63 |

# ILS or LOC/DME RWY 36

ST. PAUL ISLAND (SNP) (PASN)

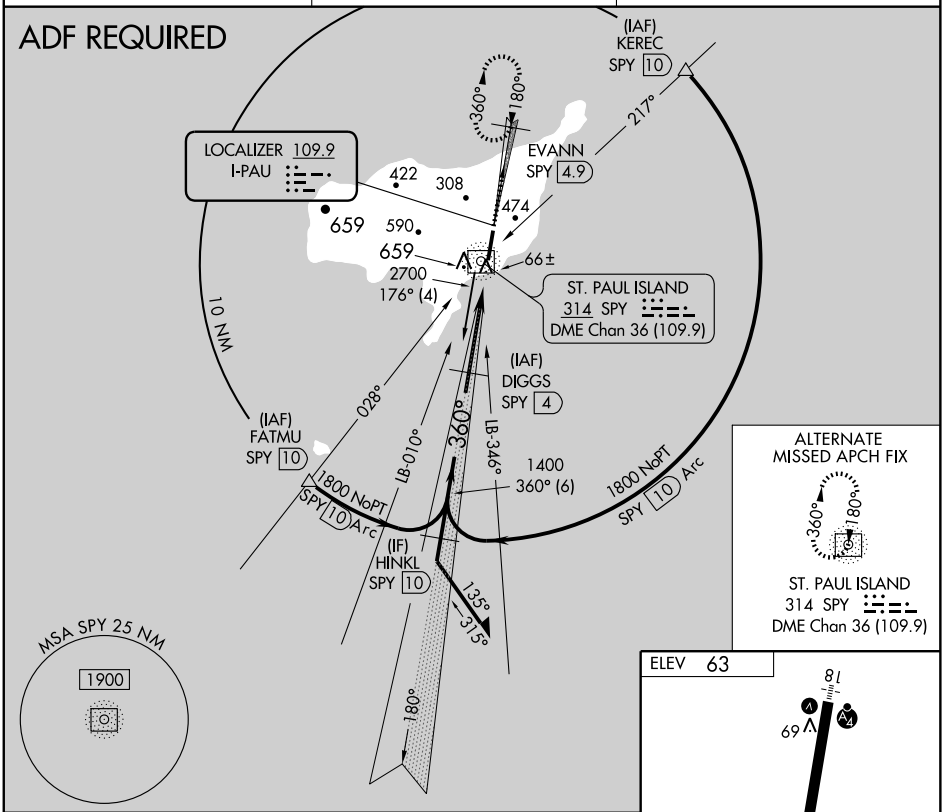
Circling not authorized west of Rwy 18-36. Inoperative table does not apply. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF

MISSED APPROACH: Climb to 2700 via I-PAU north course to EVANN/SPY 4.9 DME and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 119.1 339.8 | 122.3 L |

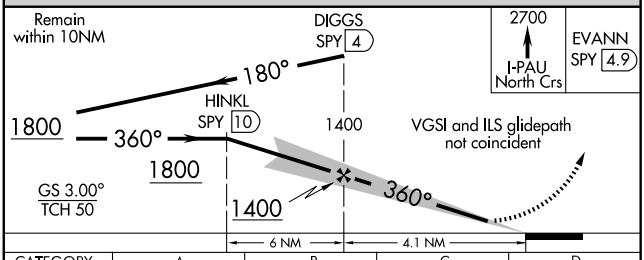
ADF REQUIRED

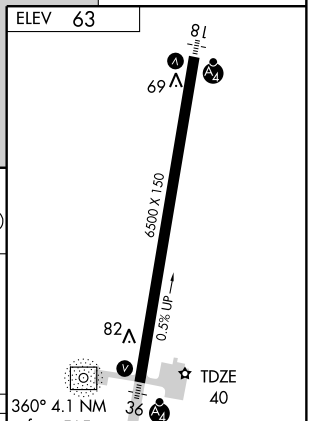



ALTERNATE MISSED APCH FIX

360° 180°

ST. PAUL ISLAND 314 SPY DME Chan 36 (109.9)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-36 | 240-¾ 200 (200-¾) | | | |
| S-LOC-36 | 400-1 360 (400-1) | | | 400-1 ¼ 360 (400-1 ¼) |
| CIRCLING | 800-1 737 (800-1) | | 800-2 737 (800-2) | 800-2 ¼ 737 (800-2 ¼) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

AK. 08 APR 2010 to 03 JUN 2010

| LOC I-PAU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 109.9 | 180° | TDZE | 63 |
| | | Apt Elev | 63 |

# LOC/DME BC RWY 18

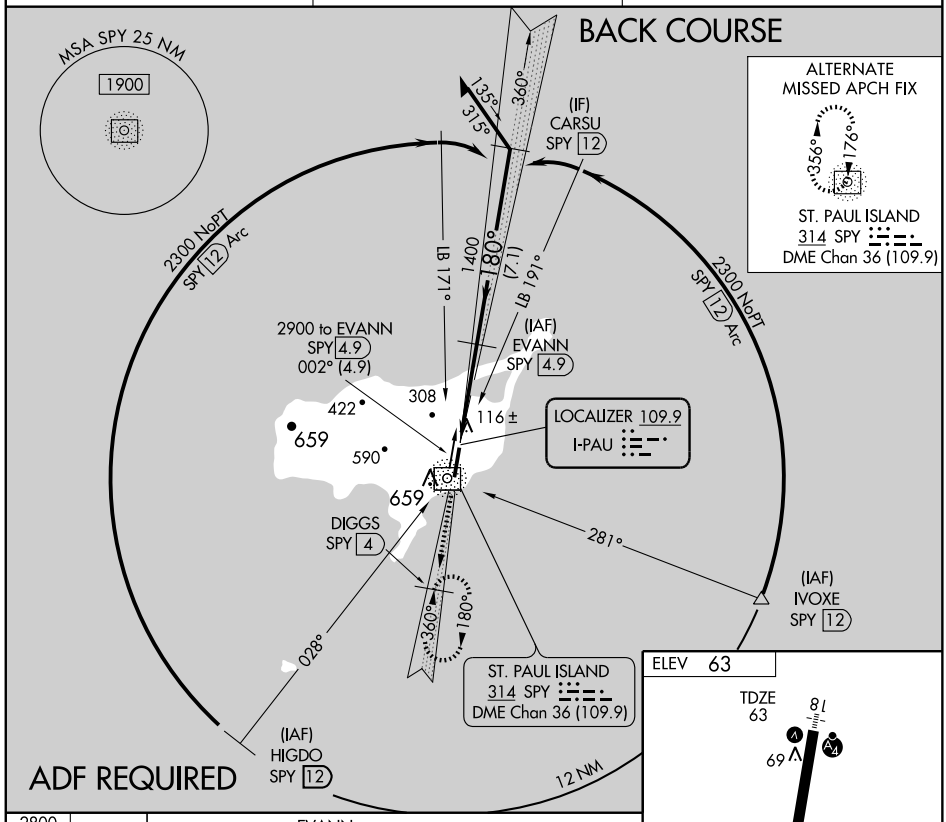
ST. PAUL ISLAND (SNP) (PASN)

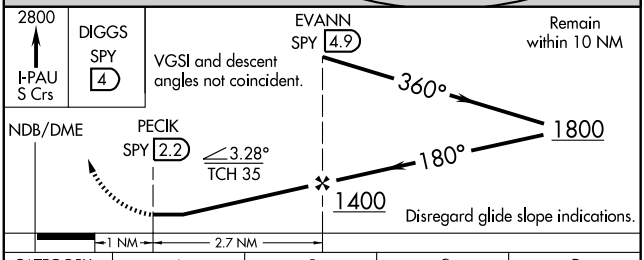
Circling not authorized west of runway 18-36.
Inoperative table does not apply. DME from SPY NDB/DME.
Simultaneous reception of I-PAU and SPY DME required.

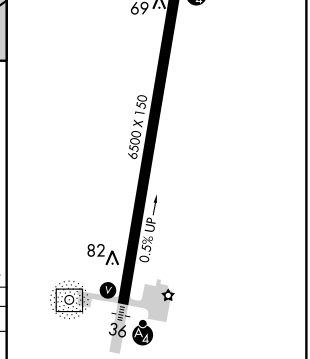
MALSF

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4 DME and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 119.1 339.8 | 122.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 540-1¼ 477 (500-1¼) | | | 540-1½ 477 (500-1½) |
| CIRCLING | 800-1¼ 737 (800-1¼) | | 800-2 737 (800-2) | 800-2¼ 737 (800-2¼) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 180° | TDZE | 63 |
| | Apt Elev | 63 |

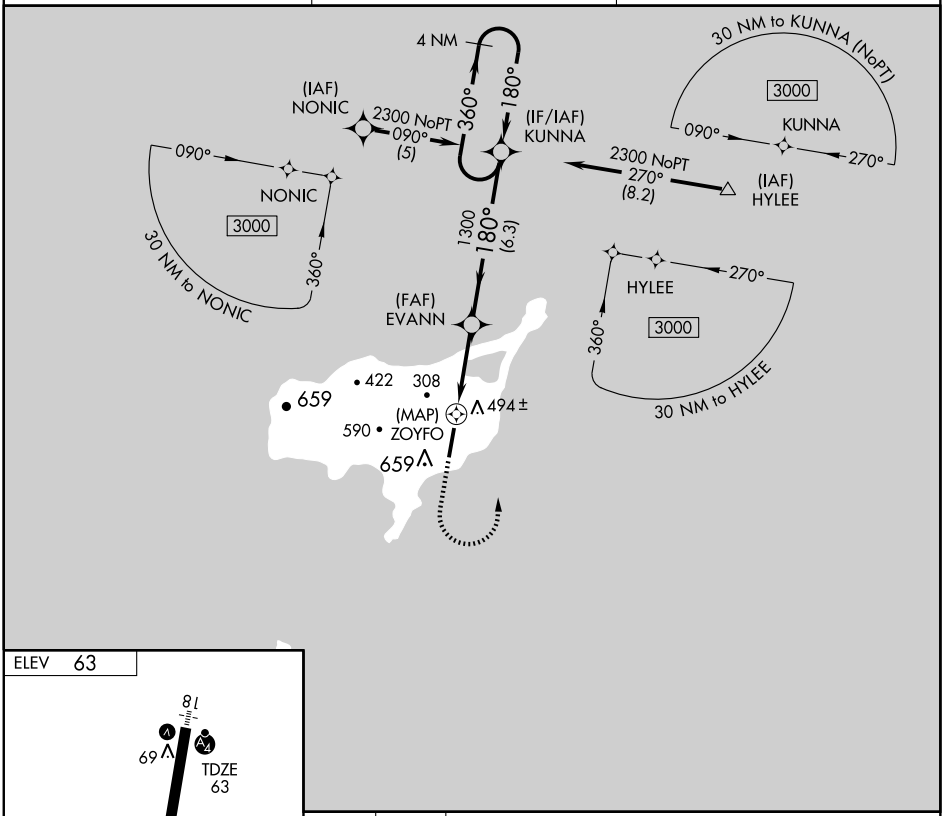
# RNAV (GPS) RWY 18
## ST. PAUL ISLAND (SNP) (PASN)

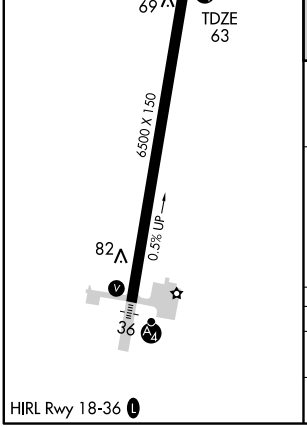
Circling not authorized west of Rwy 18-36.
Inoperative table does not apply.
DME/DME RNP- 0.3 NA

MALSF

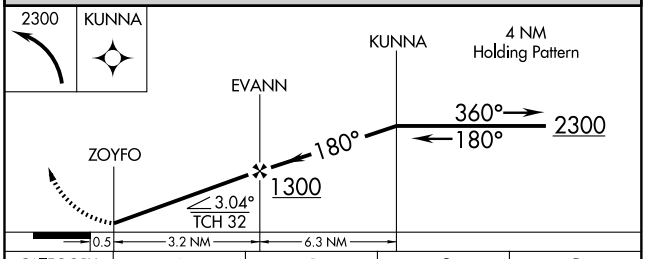
MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 119.1 339.8 | 122.3 L |




HIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 657 (700-1) | | 720-1¾ 657 (700-1¾) | 720-2 657 (700-2) |
| CIRCLING | 800-1 737 (800-1) | | 800-2 737 (800-2) | 800-2¼ 737 (800-2¼) |

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| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 360° | TDZE | 40 |
| | Apt Elev | 63 |

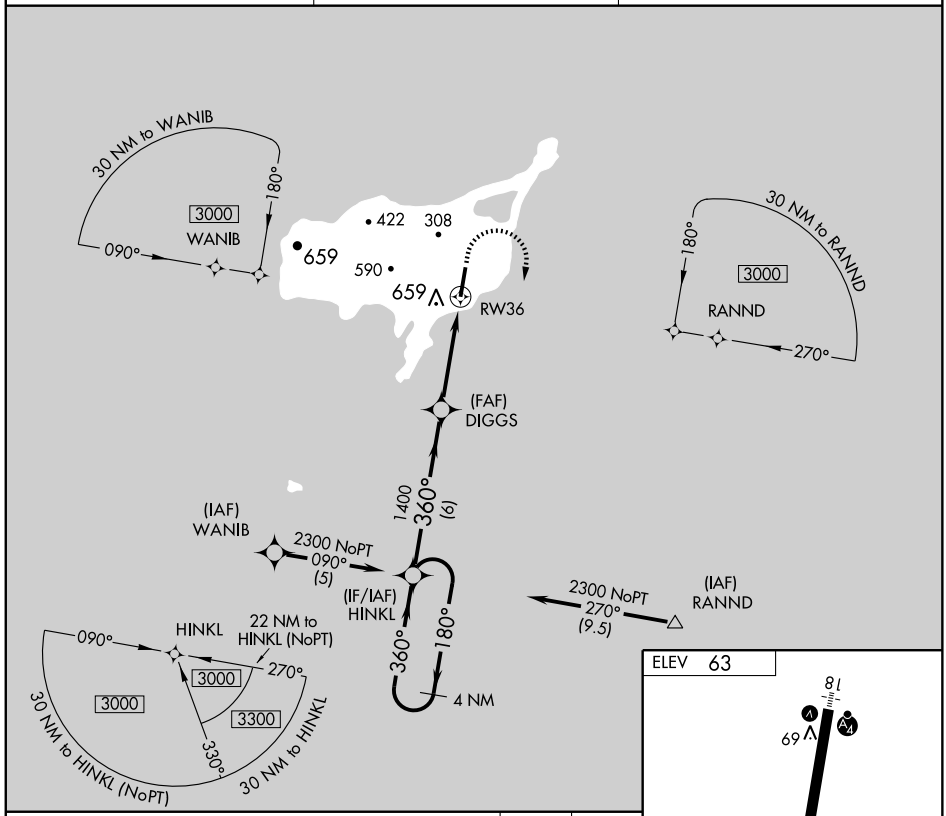
# RNAV (GPS) RWY 36
## ST. PAUL ISLAND (SNP) (PASN)

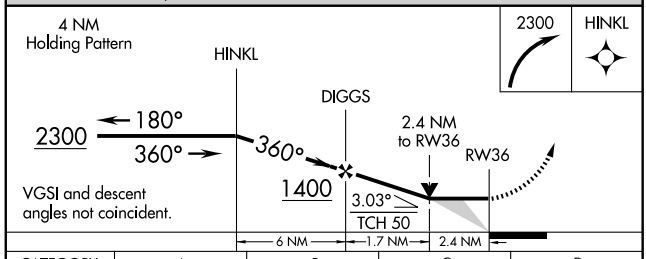
DME/DME RNP-0.3 NA. Circling NA West of Rwy 18-36. Inoperative table does not apply.

MALSF

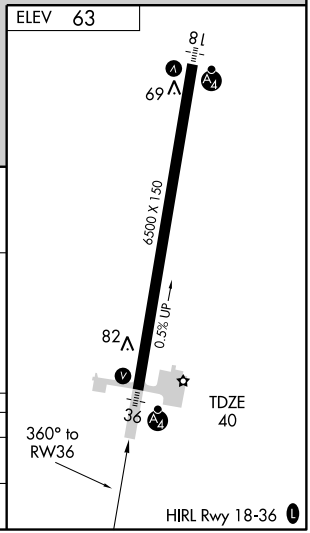
MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.

| ASOS | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.75 | 119.1 339.8 | 122.3 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1<br>780 (800-1) | 820-1¼<br>780 (800-1¼) | 820-2¼<br>780 (800-2¼) | 820-2½<br>780 (800-2½) |
| CIRCLING | 820-1<br>757 (800-1) | 820-1¼<br>757 (800-1¼) | 820-2¼<br>757 (800-2¼) | 820-2½<br>757 (800-2½) |




AK, 08 APR 2010 to 03 JUN 2010

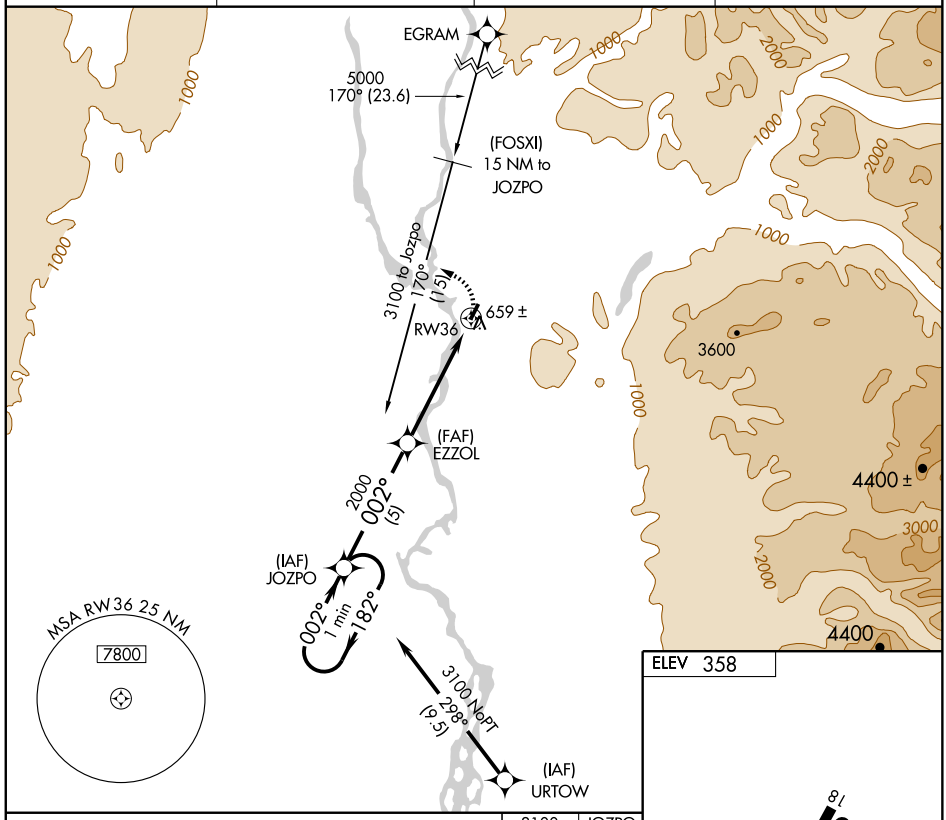
| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 002° | TDZE | 352 |
| | Apt Elev | 358 |

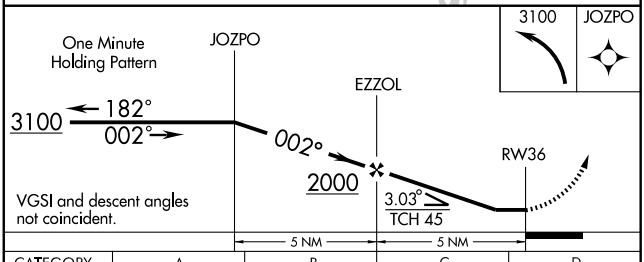
# GPS RWY 36
## TALKEETNA (TKA) (PATK)

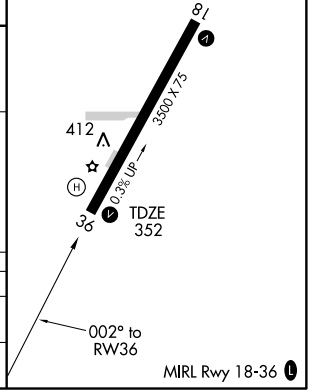
Circling not authorized east of Rwy 18-36 for Cat B and above.

MISSED APPROACH: Climbing left turn to 3100 direct JOZPO WP and hold.

| ATIS | ANCHORAGE CENTER | TALKEETNA RADIO | UNICOM |
|---|---|---|---|
| 135.2 | 125.55 254.3 | 123.6 (CTAF) L | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1000-1 | 648 (700-1) | 1000-1¾ 648 (700-1¾) | 1000-2 648 (700-2) |
| CIRCLING | 1000-1 | 642 (700-1) | 1000-1¾ 642 (700-1¾) | 1000-2 642 (700-2) |

AK, 08 APR 2010 to 03 JUN 2010

| NDB PEE 305 | APP CRS 345° | Rwy Idg 3500<br>TDZE 352<br>Apt Elev 358 |
|---|---|---|

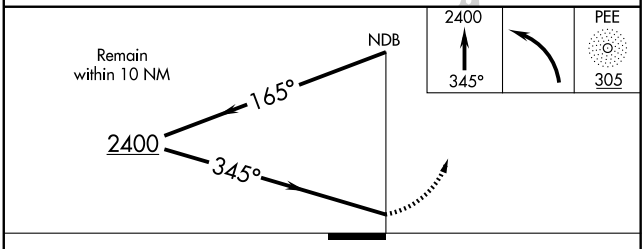
# NDB RWY 36
## TALKEETNA (TKA)(PATK)

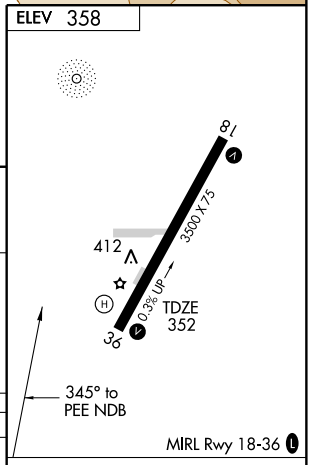
Circling not authorized east of Rwy 18-36 for Cat. B and above.

MISSED APPROACH: Climb to 2400 on 345° bearing, turn left, direct PEE NDB and hold.

| ATIS | ANCHORAGE CENTER | TALKEETNA RADIO | UNICOM |
|---|---|---|---|
| 135.2 | 125.55 254.3 | 123.6 (CTAF) L | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1100-1<br>748 (800-1) | 1100-1¼<br>748 (800-1¼) | NA | |
| CIRCLING | 1100-1<br>742 (800-1) | 1100-1¼<br>742 (800-1¼) | 1100-2¼<br>742 (800-2¼) | 1100-2½<br>742 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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| VOR/DME TKA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.2 | 345° | TDZE | N/A |
| Chan 109 | | Apt Elev | 358 |

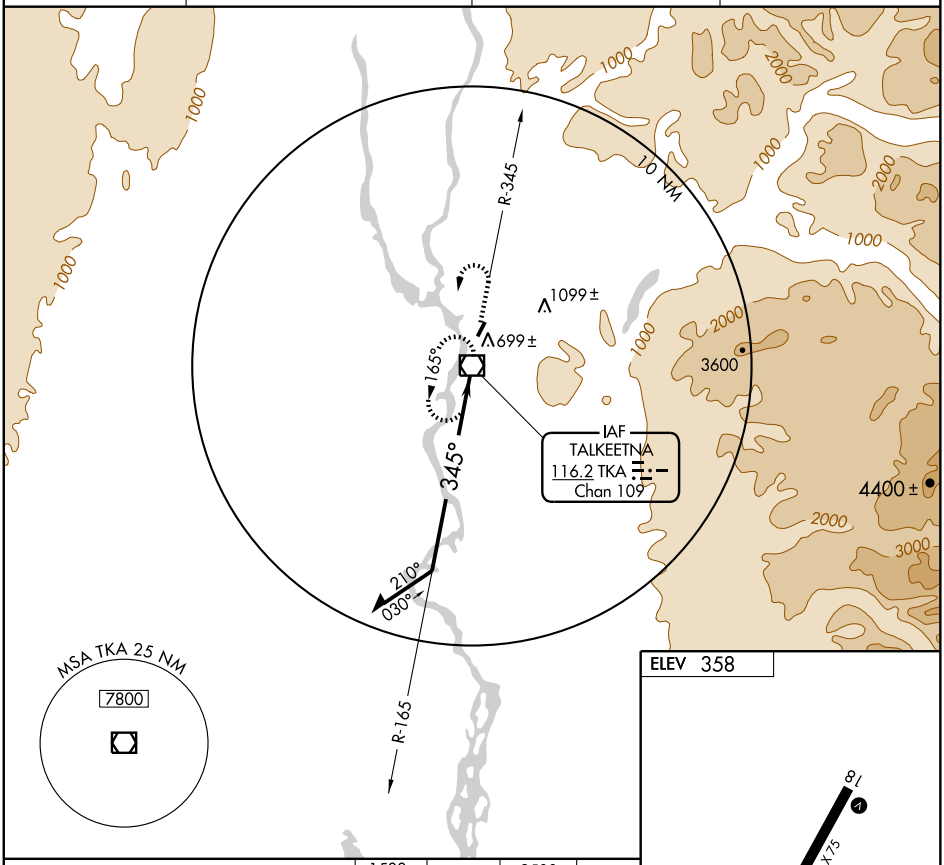
# VOR-A

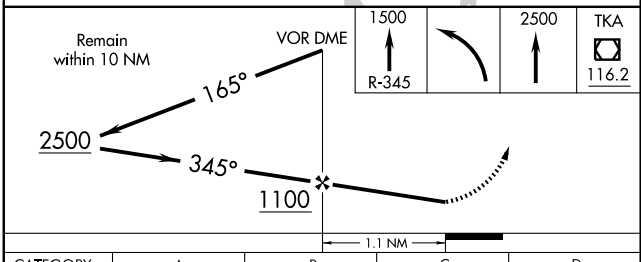
TALKEETNA (TKA) (PATK)

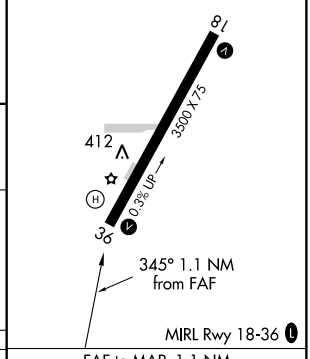
Circling not authorized east of Rwy 18-36 Cat. B and above.

MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.

| ASOS | ANCHORAGE CENTER | TALKEETNA RADIO | UNICOM |
|---|---|---|---|
| 135.2 | 125.55 254.3 | 123.6 (CTAF) L | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 | 702 (800-1) | 1060-2 | 1060-2 ¼ |
| | | | 702 (800-2) | 702 (800-2 ¼) |

FAF to MAP 1.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

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| VOR/DME TKA | APP CRS | Rwy Idg | 3500 |
|---|---|---|---|
| 116.2 | 345° | TDZE | 352 |
| Chan 109 | | Apt Elev | 358 |

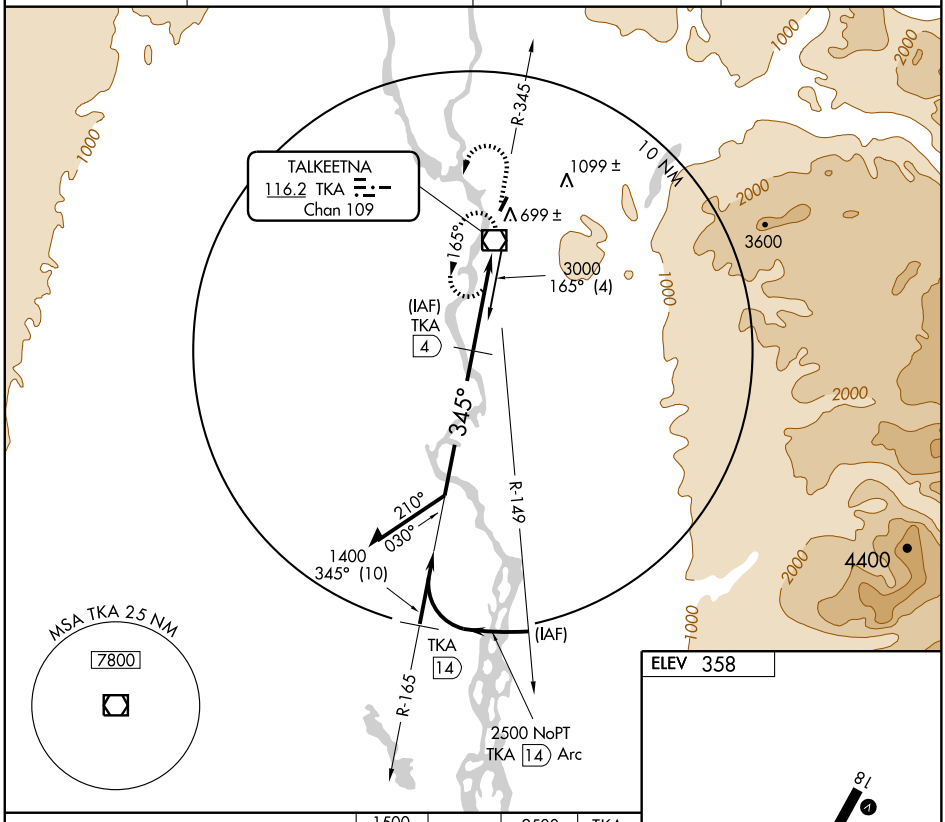
# VOR/DME RWY 36

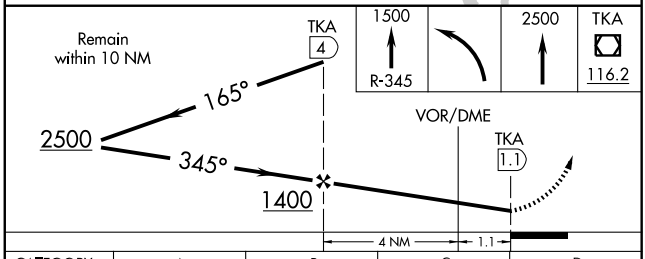
TALKEETNA(TKA)(PATK)

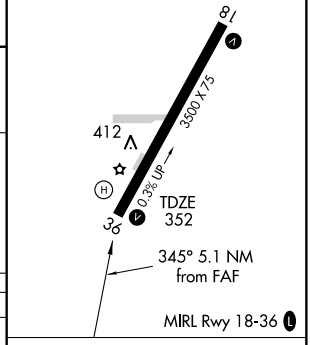
Circling not authorized east of Rwy 18-36 Cat. B and above.

MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.

| ATIS | ANCHORAGE CENTER | TALKEETNA RADIO | UNICOM |
|---|---|---|---|
| 135.2 | 125.55 254.3 | 123.6 (CTAF) L | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1000-1 | 648 (700-1) | 1000-1¾ 648 (700-1¾) | 1000-2 648 (700-2) |
| CIRCLING | 1060-1 | 702 (800-1) | 1060-2 702 (800-2) | 1060-2¼ 702 (800-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 070° | TDZE | 229 |
| | Apt Elev | 236 |

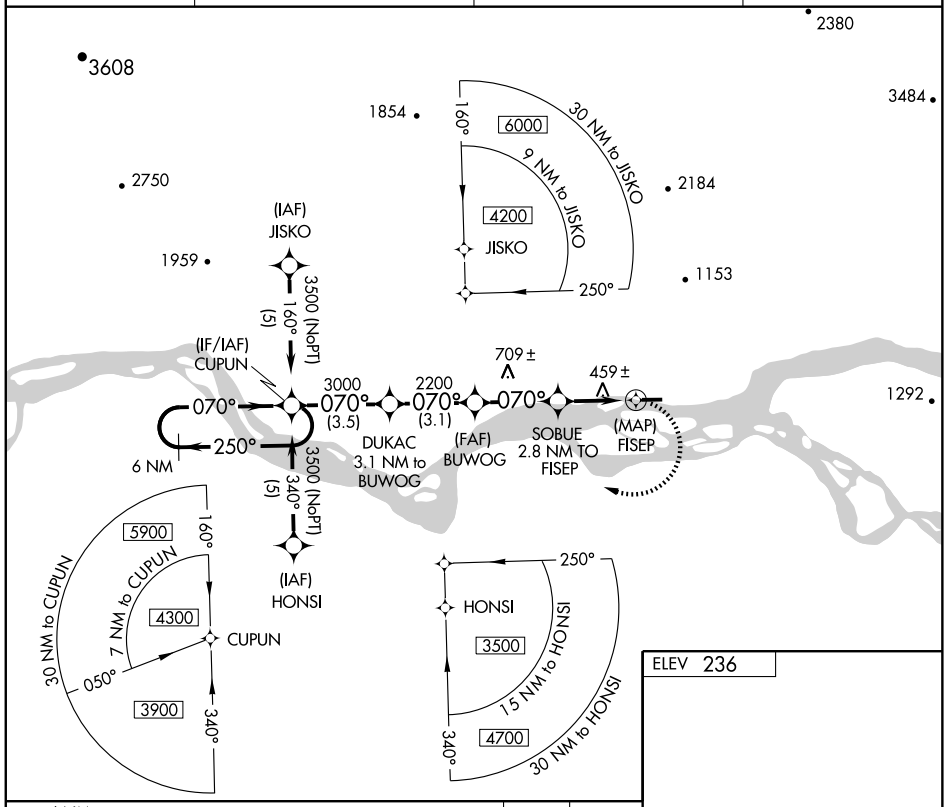
# RNAV (GPS) RWY 7

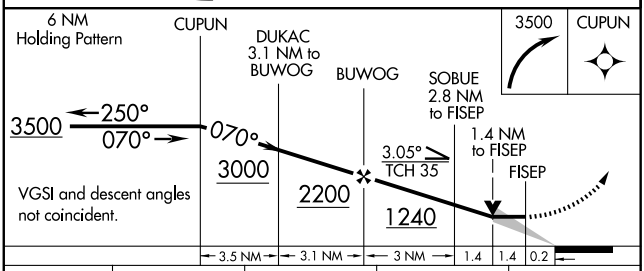
TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

DME/DME RNP-0.3 NA. Circling NA north of Rwy 7-25. Obtain local altimeter setting on CTAF; when not received, procedure NA.

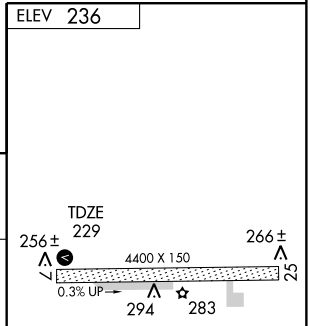
MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.

| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.1 | 133.1 285.4 | 122.65 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 | 531 (600-1) | 760-1½ 531 (600-1½) | 760-1¾ 531 (600-1¾) |
| CIRCLING | 760-1 | 524 (600-1) | 760-1½ 524 (600-1½) | 800-2 564 (600-2) |




MIRL Rwy 7-25 L

AK, 08 APR 2010 to 03 JUN 2010

| VOR/DME TAL | APP CRS | Rwy Idg | 4400 |
|---|---|---|---|
| 116.6 | 078° | TDZE | 228 |
| Chan 113 | | Apt Elev | 236 |

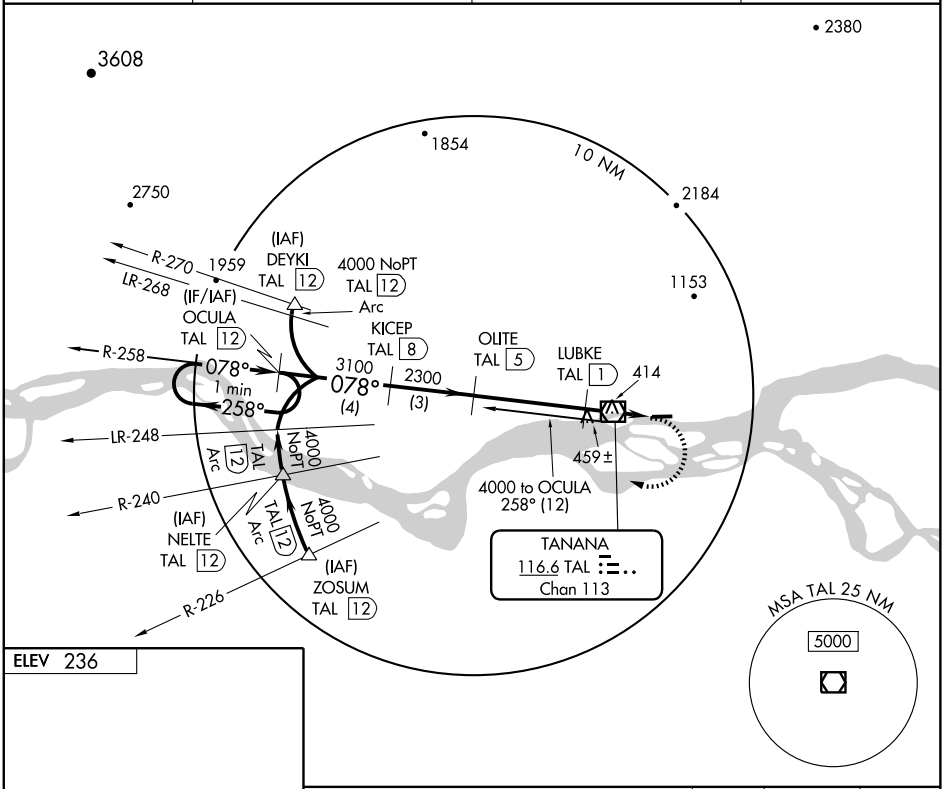
# VOR/DME RWY 7

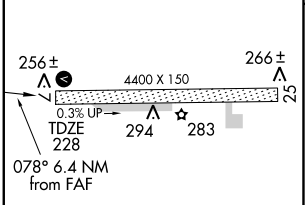
## TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

Circling NA North of Rwy 7-25

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

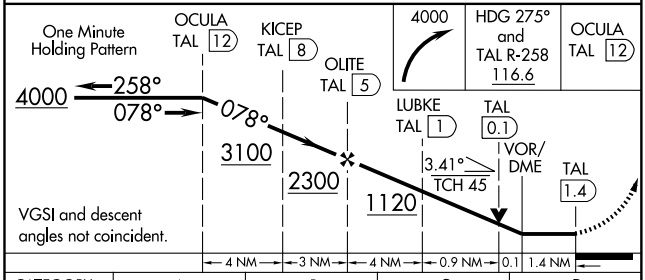
| ASOS | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 135.1 | 133.1 285.4 | 122.65 | 122.9 L |




MIRL Rwy 7-25 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

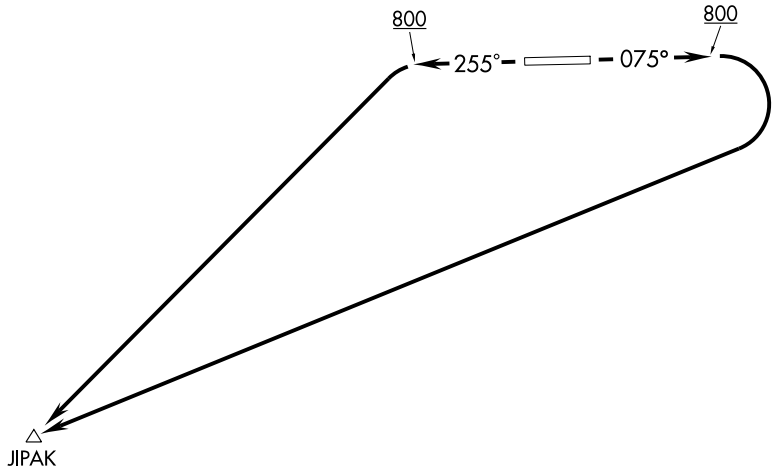



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 720-1 492 (500-1) | | 720-1¼ 492 (500-1¼) | 720-1½ 492 (500-1½) |
| CIRCLING | 720-1 484 (500-1) | | 720-1½ 484 (500-1½) | 800-2 564 (600-2) |

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# JIPAK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.3 290.4




NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 7: 500-2 with minimum climb of 201 per NM to 1100 or standard with minimum climb of 310 to 1100.
Rwy 25: 300-2 or standard with minimum climb of 220 per NM to 700.

TAKE-OFF OBSTACLE NOTES

Rwy 7: Vehicles and vegetation beginning 57′ from DER, 500′ left of centerline, up to 15′ AGL/314′ MSL.
Rwy 25: Vegetation and terrain beginning 1052′ from DER, 276′ right of centerline, up to 10′ AGL/359′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 075° to 800, then climbing right turn direct JIPAK, thence. . . .

TAKE-OFF RUNWAY 25: Climb heading 255° to 800, then direct JIPAK, thence. . . .

. . . .maintain 6200 or assigned altitude.

TELLER, ALASKA

AL-10174 (FAA)

# RNAV (GPS) RWY 7

TELLER (TER) (PATE)

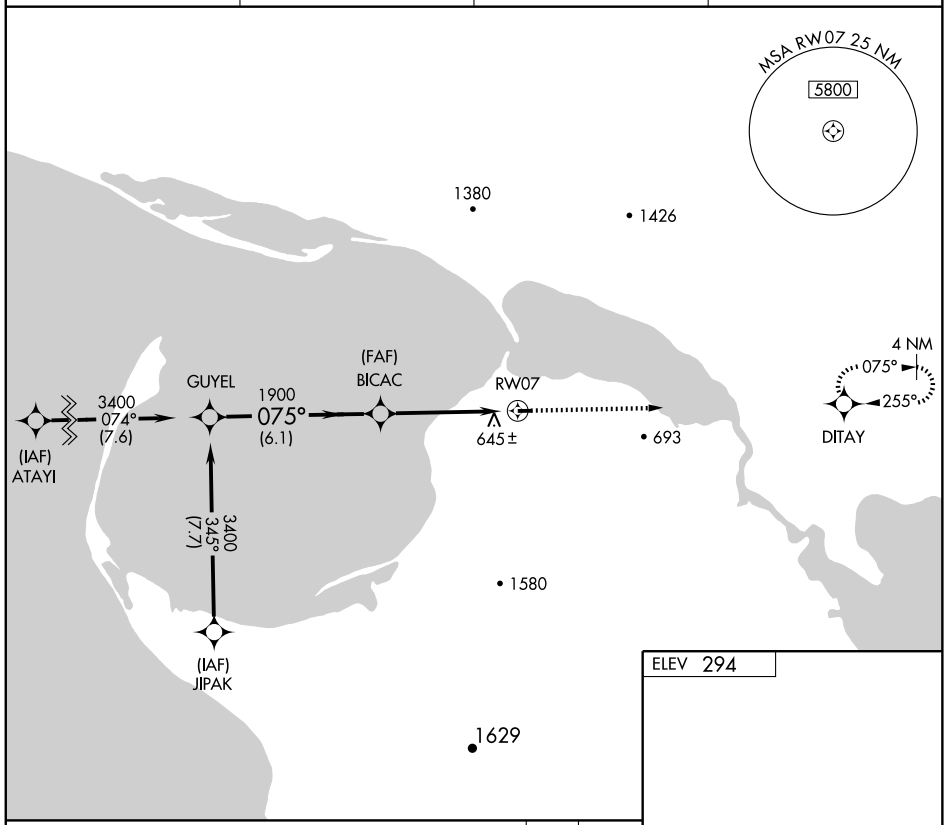
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 075° | TDZE | 294 |
| | Apt Elev | 294 |

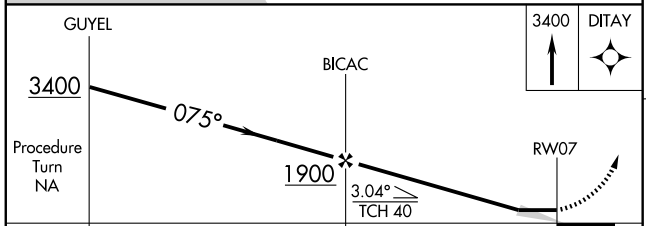
Use Tin City altimeter setting.

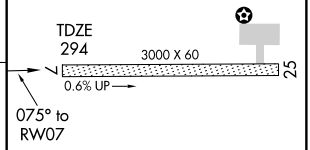
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3400 direct DITAY and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 118.375 | 133.3 290.4 | 122.6 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 726 (800-1) | | 1020-2 726 (800-2) | NA |
| CIRCLING | 1060-1 766 (800-1) | | 1060-2¼ 766 (800-2¼) | NA |

MIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 255° | TDZE | 294 |
| | Apt Elev | 294 |

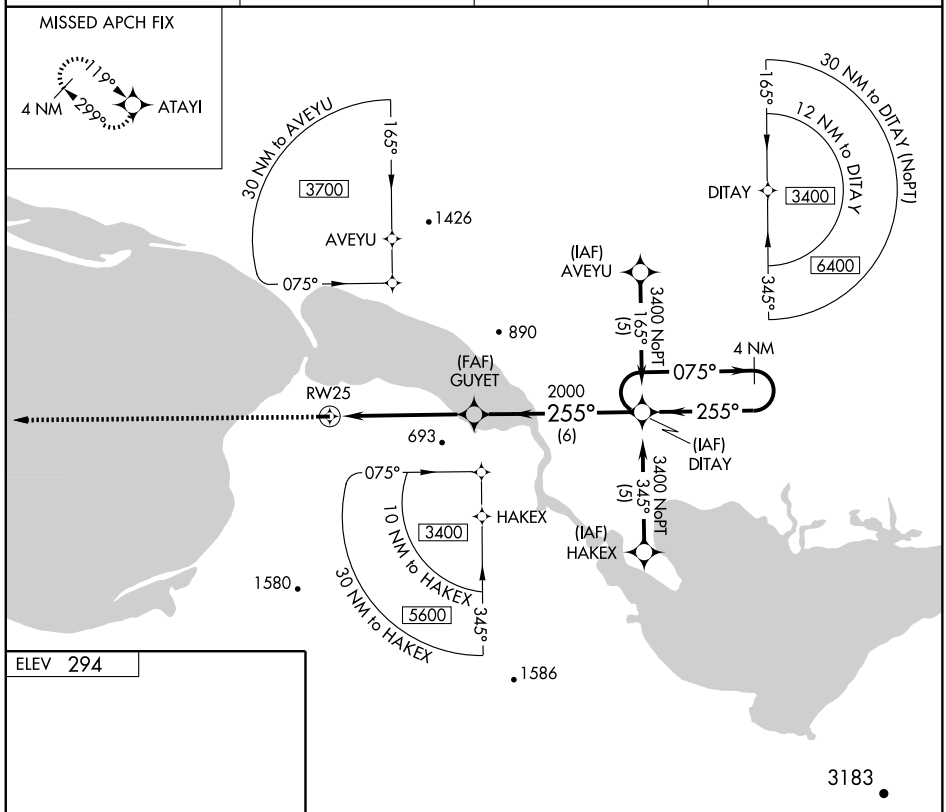
# RNAV (GPS) RWY 25

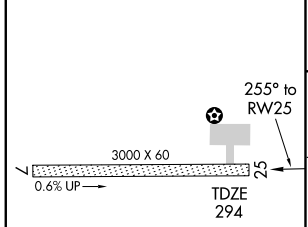
TELLER (TER) (PATE)

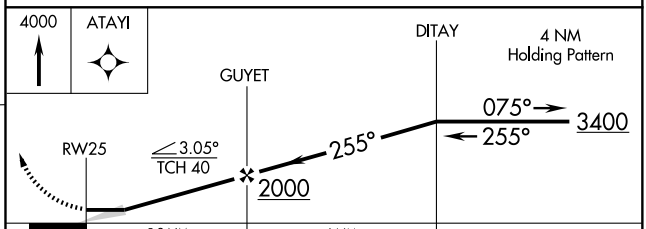
Use Tin City altimeter setting.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4000 direct ATAYI and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 118.375 | 133.3 290.4 | 122.6 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1¼<br>966 (1000-1¼) | 1260-1½<br>966 (1000-1½) | 1260-3<br>966 (1000-3) | NA |
| CIRCLING | 1260-1¼<br>966 (1000-1¼) | 1260-1½<br>966 (1000-1½) | 1260-3<br>966 (1000-3) | NA |

MIRL Rwy 7-25 L

AK. 08 APR 2010 to 03 JUN 2010

# NDB/DME RWY 34

| NDB/DME TNC 347 Chan 119 (Y) | APCH CRS 338° | Rwy Idg 4700 THRE 240 Arpt Elev 271 |
|---|---|---|

AL-2334 [USAF]

TIN CITY LRRS (PATC)

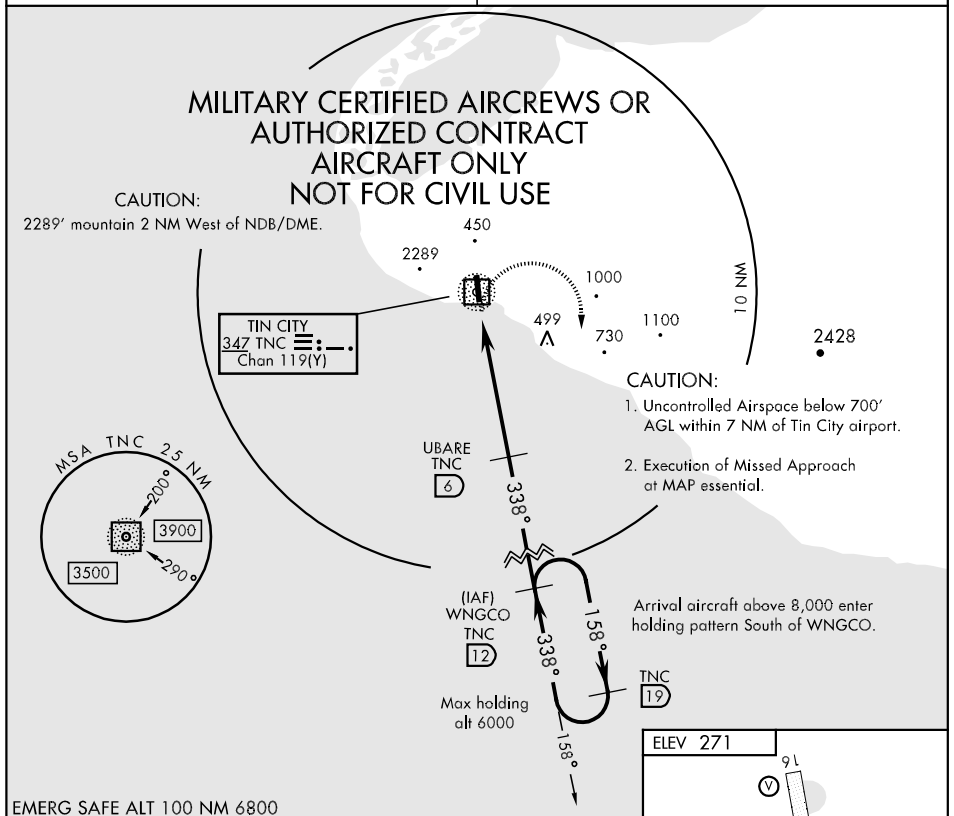
▼ **Circling not authorized W of Rwy 16-34.
Night operations not authorized.

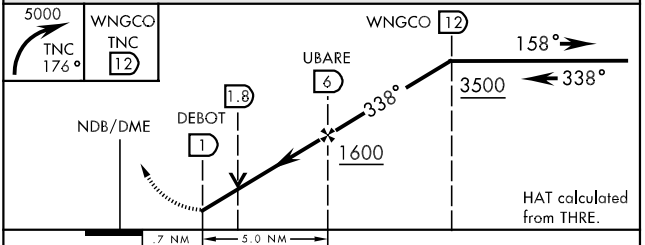
MISSED APPROACH: Climbing right turn to 5000 direct WNGCO and hold, continue climb-in-hold to 5000.

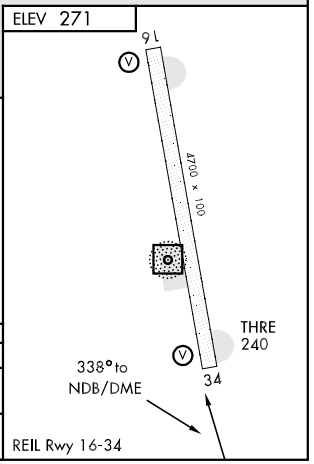
| ANCHORAGE CENTER | TIN CITY RADIO |
|---|---|
| 133.3 290.4 | 122.6 126.2 |

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE

CAUTION:
2289′ mountain 2 NM West of NDB/DME.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 780-1 540 (600-1) | | 780-1½ 540 (600-1½) | 780-1¾ 540 (600-1¾) |
| CIRCLING ** | 780-1 509 (600-1) | | 780-1½ 509 (600-1½) | 840-2 569 (600-2) |



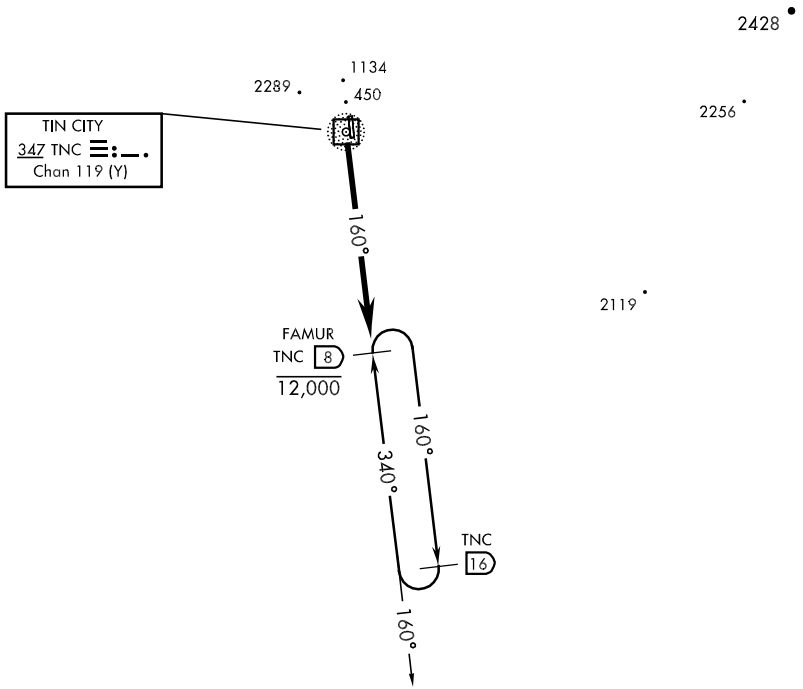
AK, 08 APR 2010 to 03 JUN 2010

TIN CITY RADIO
122.6 126.2
ANCHORAGE CENTER
133.3 290.4

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NIGHT OPERATIONS NOT AUTHORIZED




EMERG SAFE ALT 100 NM 6800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track bearing 160° outbound to FAMUR. At FAMUR, continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at FAMUR authorized.

TAKE-OFF RWY 34: Departures not authorized.



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| NDB/DME TOG 393 Chan 114 (116.7) | APP CRS 184° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 21 |
|---|---|---|

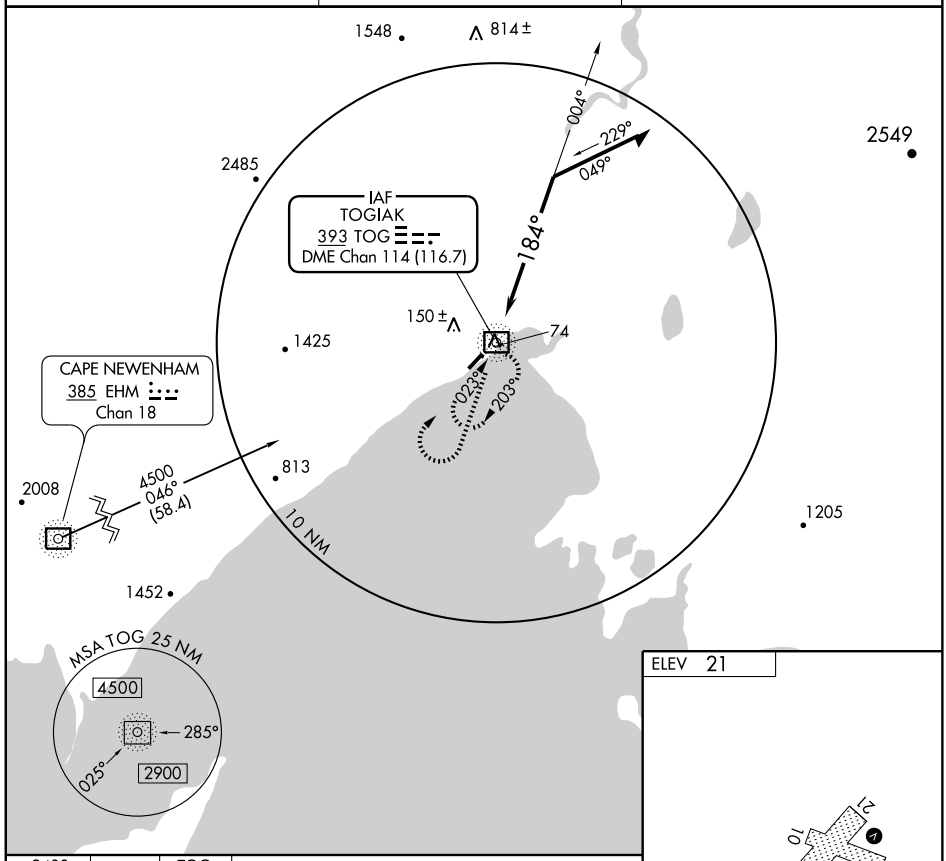
# NDB-B

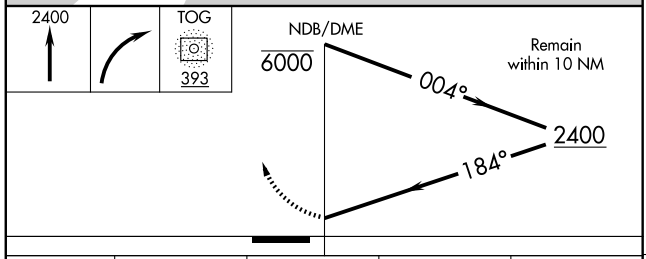
TOGIAK (TOG) (PATG)

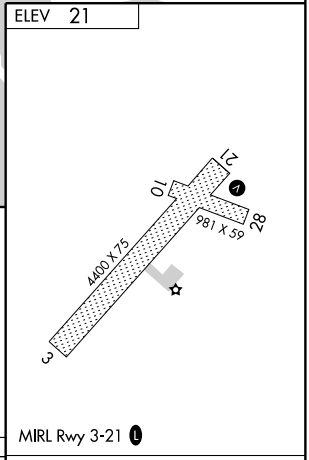
Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climb to 2400 then right turn direct TOG NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.3 | 132.75 282.35 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1<br>879 (900-1) | 900-1¼<br>879 (900-1¼) | 900-2½<br>879 (900-2½) | 900-2¾<br>879 (900-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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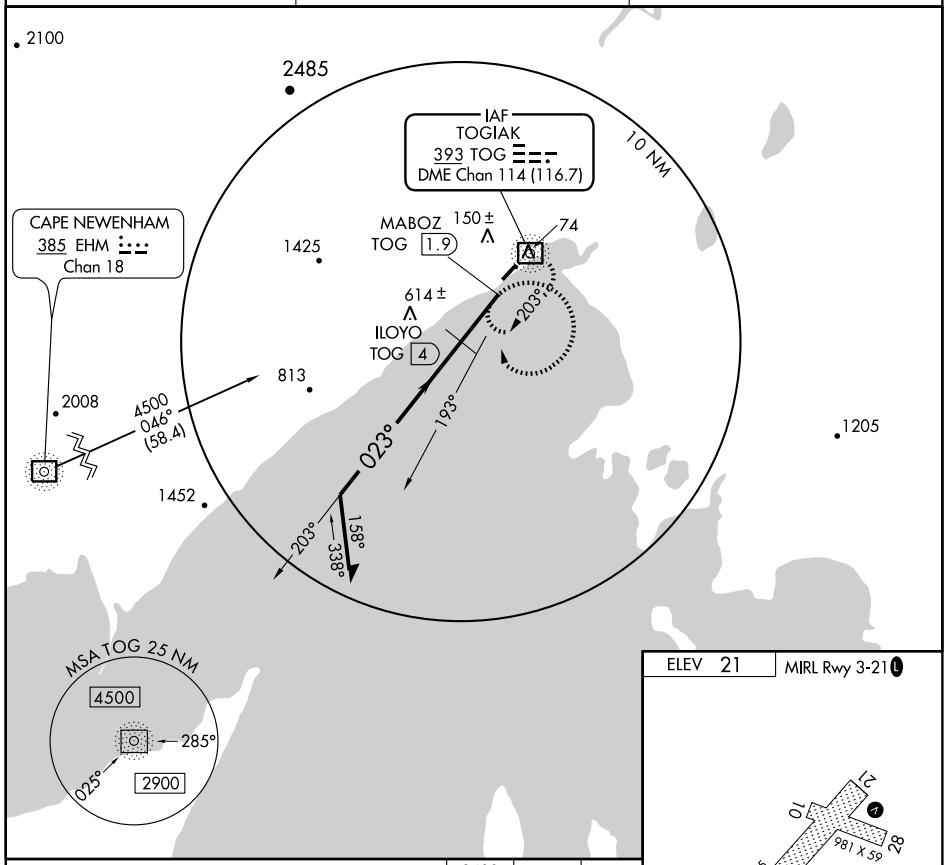
| NDB/DME TOG 393 Chan 114 (116.7) | APP CRS 023° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 21 |
|---|---|---|

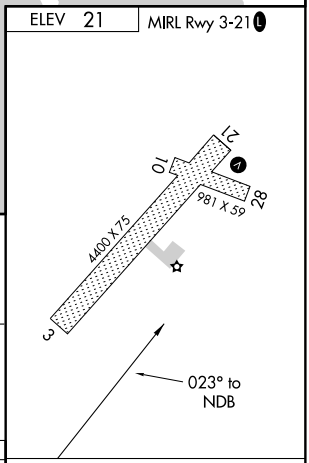
# NDB/DME-A
## TOGIAK (TOG)(PATG)

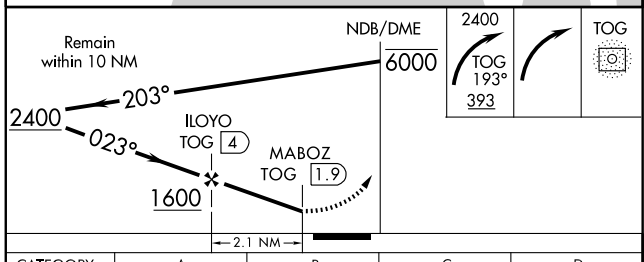
Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climbing right turn via 193° bearing from TOG NDB/DME to 2400, then right turn direct TOG NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.3 | 132.75 282.35 | 122.5 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 659 (700-1) | | 680-1¾ 659 (700-1¾) | 680-2 659 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 020° | TDZE | 21 |
| | Apt Elev | 21 |

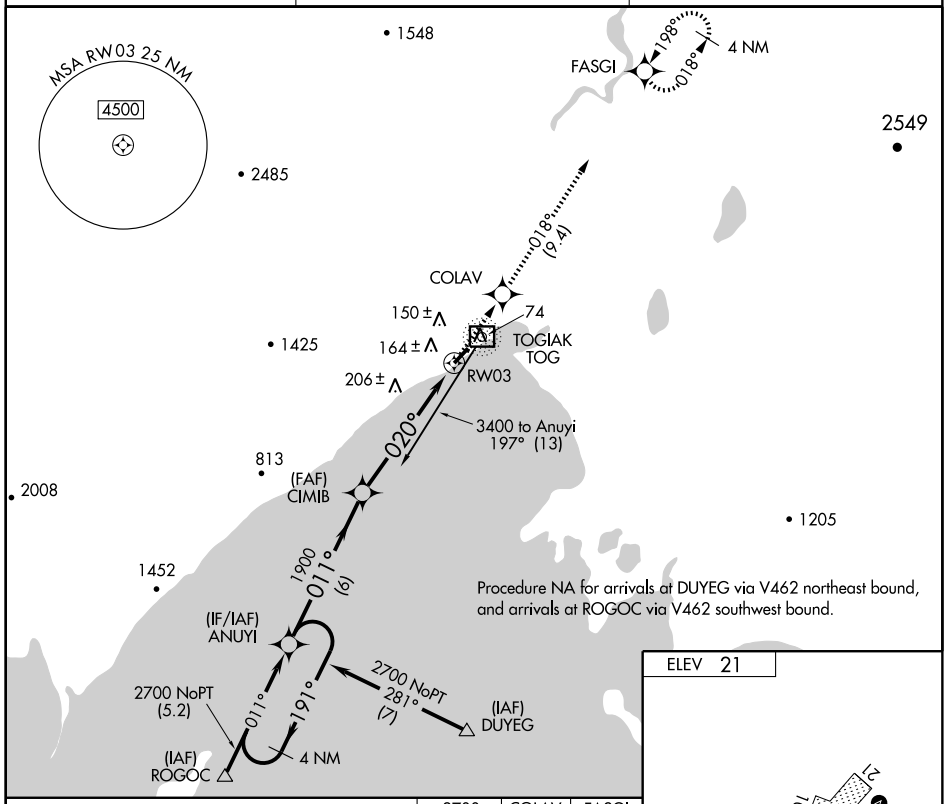
# RNAV (GPS) RWY 3

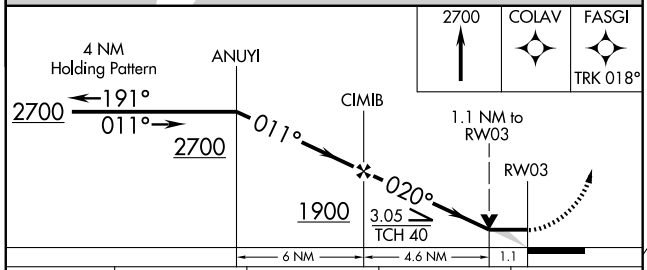
TOGIAK (TOG)(PATG)

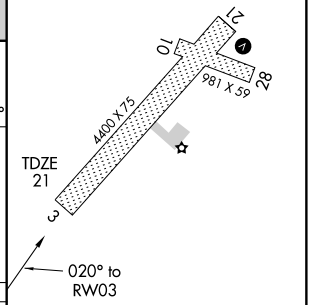
Circling NA for Cat D NW of runway 3-21.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct COLAV and via 018° track to FASGI and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.3 | 132.75 282.35 | 122.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 399 (400-1) | | | 420-1¼ 399 (400-1¼) |
| CIRCLING | 480-1 459 (500-1) | | 480-1½ 459 (500-1½) | 580-2 559 (600-2) |

MIRL Rwy 3-21 L

AK. 08 APR 2010 to 03 JUN 2010

TOGIAK VILLAGE, ALASKA AL-6819 (FAA)

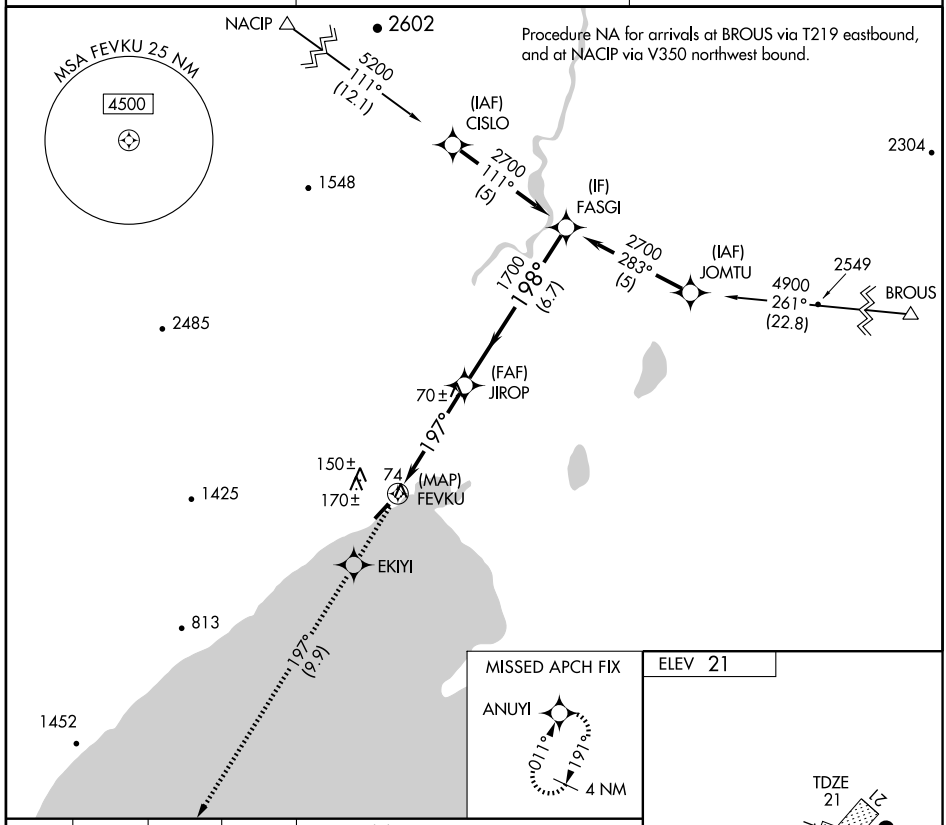
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 197° | TDZE | 21 |
| | Apt Elev | 21 |

# RNAV (GPS) RWY 21
TOGIAK (TOG)(PATG)

Circling NA for Cat D NW of Rwy 3-21.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct EKIYI and via 197° track to ANUYI and hold.

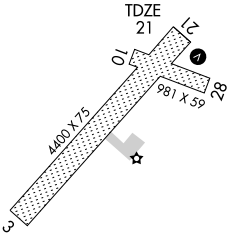
| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 119.3 | 132.75 282.35 | 122.5 |

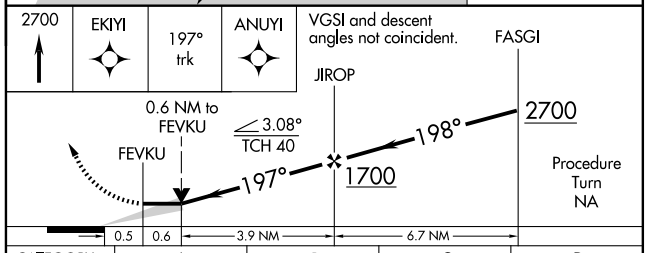






ELEV 21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 359 (400-1) | | | 380-1¼ 359 (400-1¼) |
| CIRCLING | 480-1 459 (500-1) | | 480-1½ 459 (500-1½) | 580-2 559 (600-2) |

MIRL Rwy 3-21

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 266° | TDZE | N/A |
| | Apt Elev | 1639 |

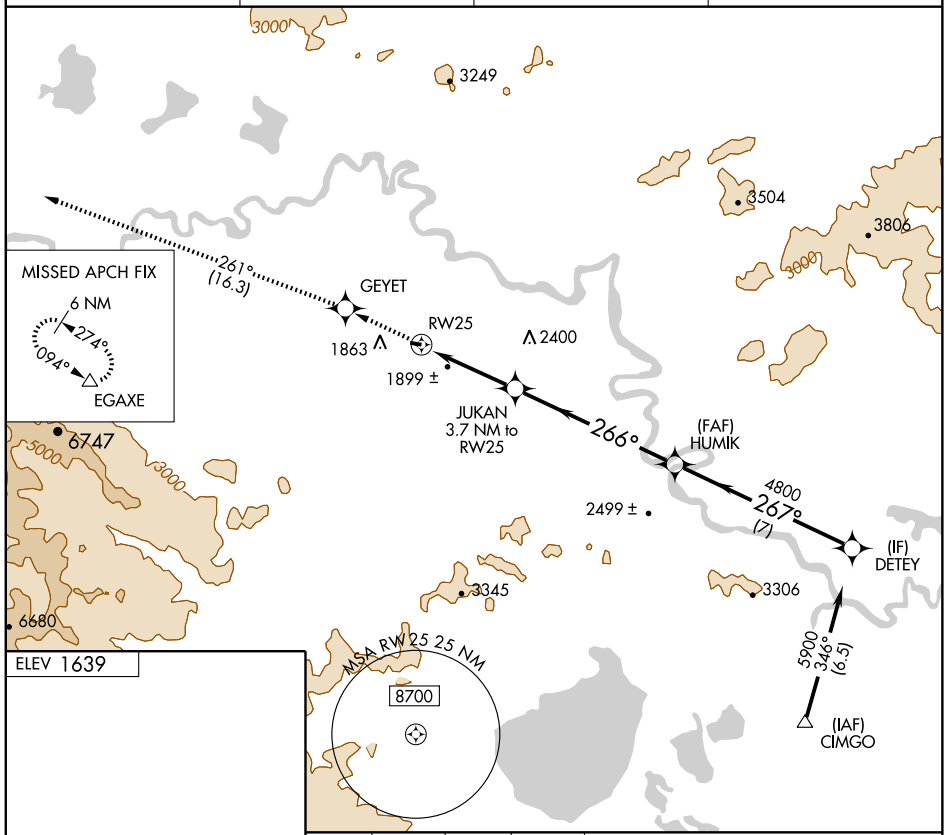
# RNAV (GPS)-A

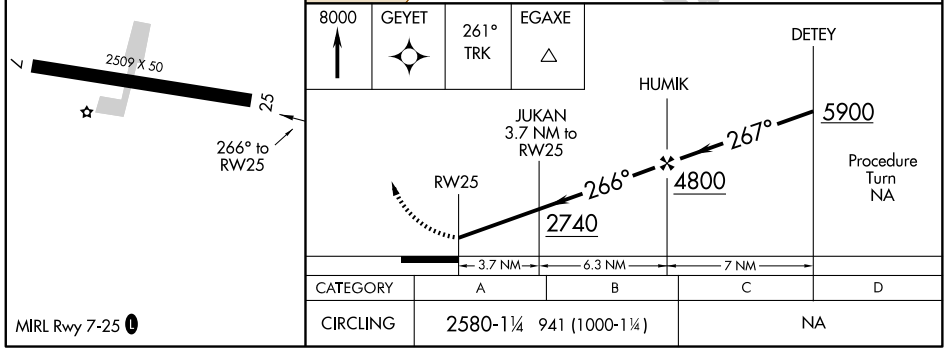
## TOK JUNCTION (6K8) (PFTO)

DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

MISSED APPROACH: Climb to 8000 direct GEYET and via 261° track to EGAXE and hold, continue climb-in-hold to 8000.

| NORTHWAY ASOS | ANCHORAGE CENTER | NORTHWAY RADIO | UNICOM |
|---|---|---|---|
| 135.4 | 126.55 323.0 | 122.4 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2580-1¼ 941 (1000-1¼) | | NA | |

MIRL Rwy 7-25 (L)

TOK, ALASKA

AL-10059 (FAA)

| APP CRS | Rwy Idg | 2509 |
|---|---|---|
| 070° | TDZE | 1639 |
| | Apt Elev | 1639 |

# RNAV (GPS) RWY 7

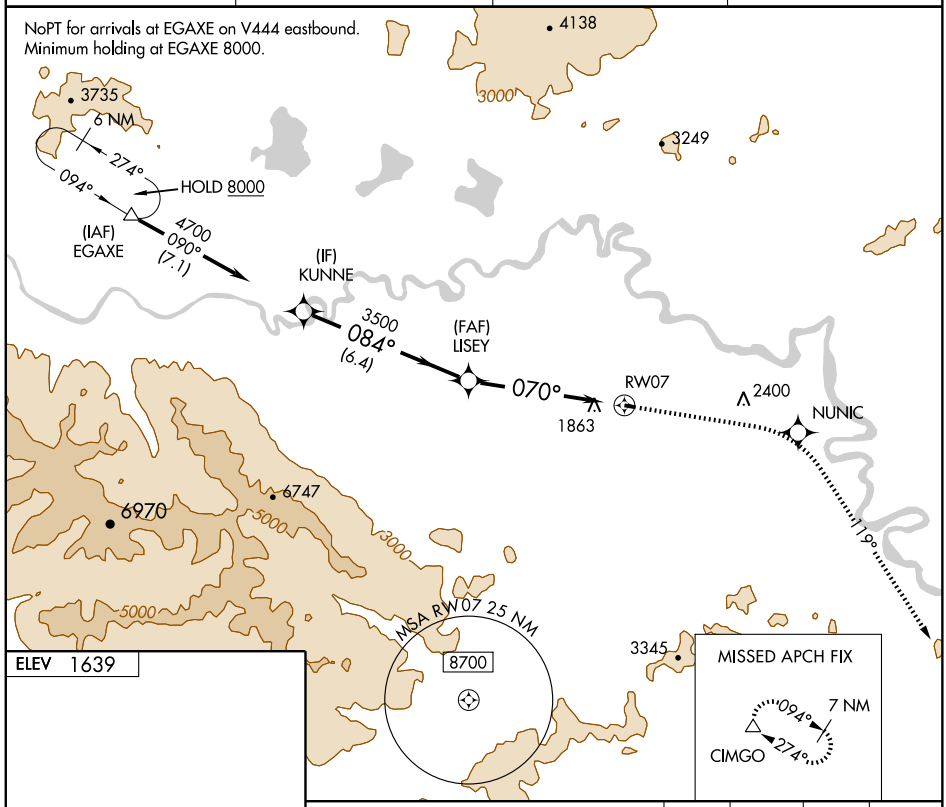
## TOK JUNCTION (6K8) (PFTO)

DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

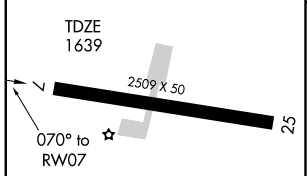
MISSED APPROACH: Climb to 8000 direct NUNIC and via 119° track to CIMGO and hold, continue climb-in-hold to 8000.

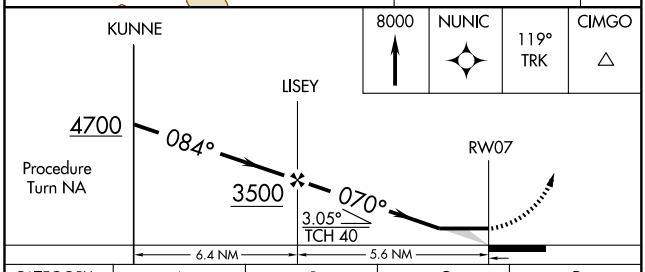
| NORTHWAY ASOS | ANCHORAGE CENTER | NORTHWAY RADIO | UNICOM |
|---|---|---|---|
| 135.40 | 126.55 323.0 | 122.4 | 122.8 (CTAF) L |

NoPT for arrivals at EGAXE on V444 eastbound.
Minimum holding at EGAXE 8000.




ELEV 1639




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2500-1<br>861 (900-1) | 2500-1¼<br>861 (900-1¼) | 2500-2½<br>861 (900-2½) | NA |
| CIRCLING | 2540-1¼ 901 (1000-1¼) | | 2540-2¾<br>901 (1000-2¾) | NA |

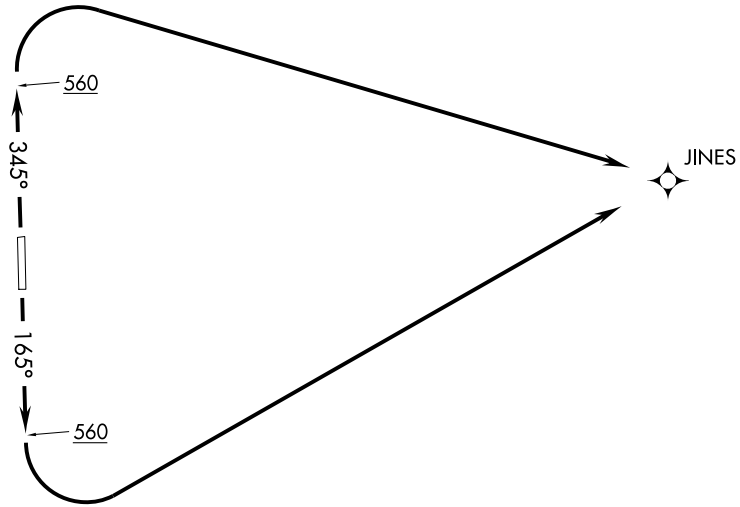
MIRL Rwy 7-25 L

AK, 08 APR 2010 to 03 JUN 2010

# JINES ONE DEPARTURE (RNAV)



ANCHORAGE CENTER
125.2 372.0
CTAF
122.9




TAKE-OFF MINIMUMS
Rwy 16: Standard.
Rwy 34: Standard with minimum climb of 385′ per NM to 1700.

TAKE-OFF OBSTACLES NOTES
Rwy 16: Multiple trees beginning 85′ from DER, 300′ right of centerline, up to 15′ AGL / 65′ MSL.
Multiple trees beginning 100′ from DER, on centerline, up to 15′ AGL / 61′ MSL.
Rwy 34: Multiple trees beginning 1260′ from DER, 240′ right of centerline, up to 15′ AGL / 64′ MSL.

NOTES: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb heading 165° to 560, then left turn direct JINES, thence . . . .

TAKE-OFF RWY 34: Climb heading 345° to 560, then right turn direct JINES, thence . . . .

. . . . maintain 3000 or ATC assigned altitude.

| APP CRS | | |
|---|---|---|
| 345° | Rwy Idg | 3218 |
| | TDZE | 59 |
| | Apt Elev | 59 |

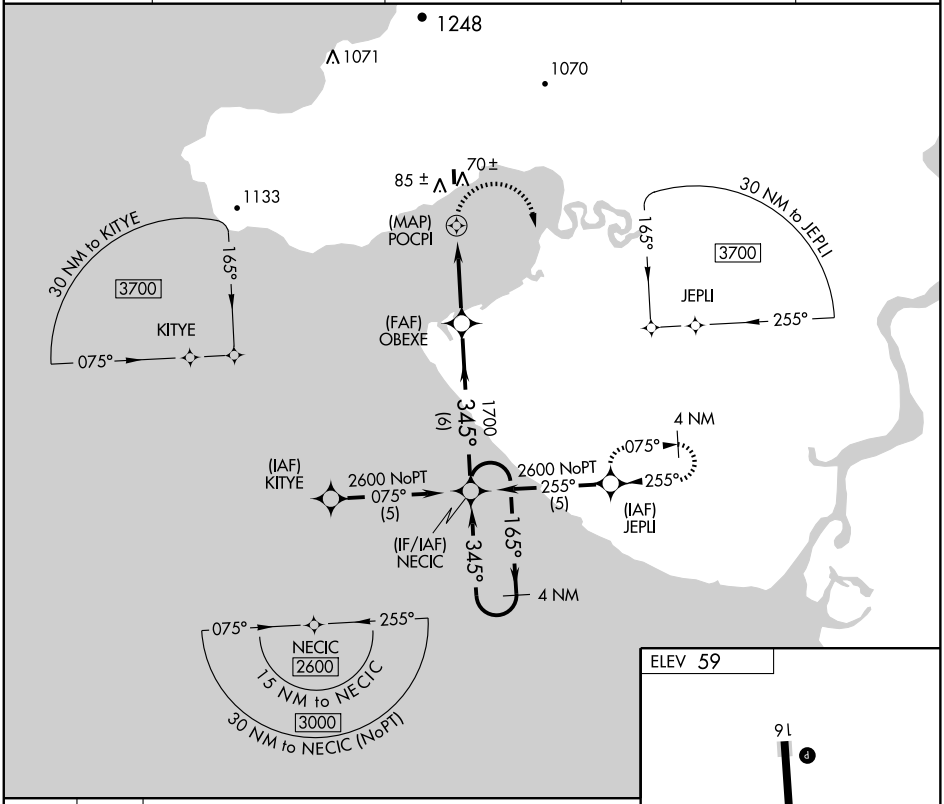
# RNAV (GPS) RWY 34

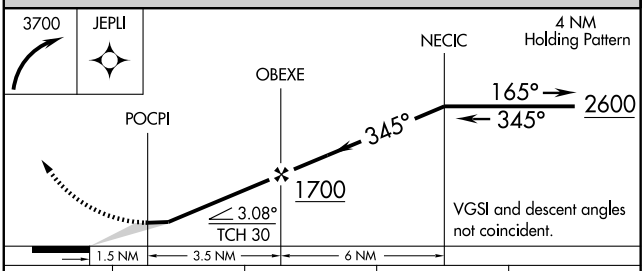
TOKSOOK BAY (00K)(PA00)

Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA 100 feet.

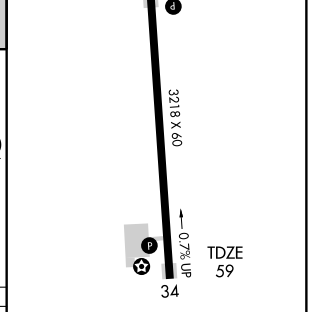
MISSED APPROACH: Climbing right turn to 3700 direct JEPLI and hold, continue climb-in-hold to 3700.

| ASOS | MEKORYUK AWOS-3 | ANCHORAGE CENTER | KENAI RADIO | CTAF |
|---|---|---|---|---|
| 119.275 | 123.9 | 125.2 372.0 | 122.6 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1¾ 401 (500-1¾) | | NA | |
| CIRCLING | 500-1¾ 441 (500-1¾) | 520-1¾ 461 (500-1¾) | NA | |




REIL Rwys 16 and 34 (L)
MIRL Rwy 16-34 (L)

AK. 08 APR 2010 to 03 JUN 2010

| LOC/DME I-UNK | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 111.3 | 146° | TDZE | 27 |
| Chan 50 | | Apt Elev | 27 |

# LOC/DME RWY 15

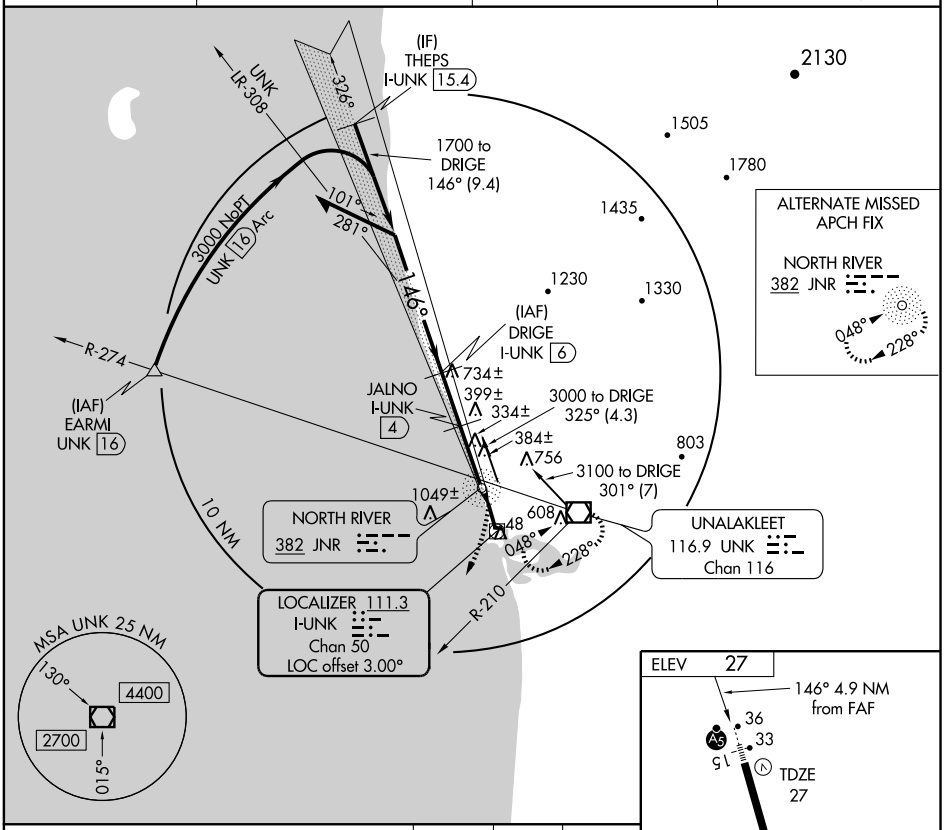
UNALAKLEET (UNK)(PAUN)

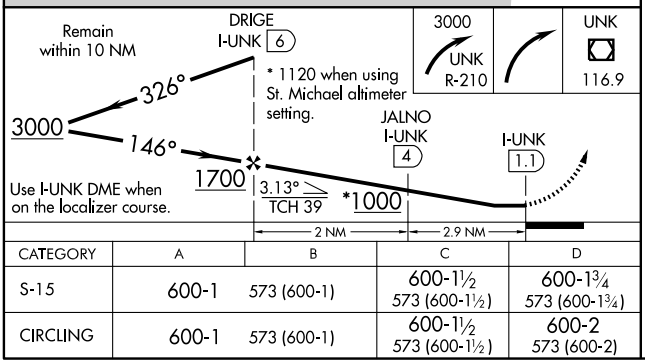
Inoperative table does not apply. Circling NA east of runway 15-33. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile.

MALSR

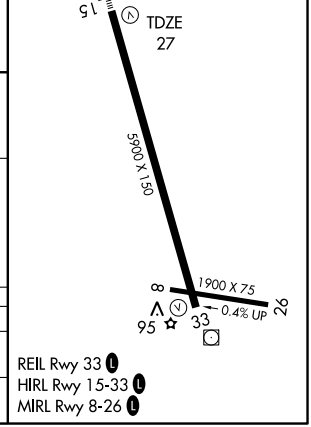
MISSED APPROACH: Climbing right turn to 3000 via UNK VOR/DME R-210, then climbing right turn direct UNK VOR/DME and hold;

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.7 335.5 | 122.3 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 600-1 | 573 (600-1) | 600-1½ 573 (600-1½) | 600-1¾ 573 (600-1¾) |
| CIRCLING | 600-1 | 573 (600-1) | 600-1½ 573 (600-1½) | 600-2 573 (600-2) |




REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 106° | TDZE | N/A |
| | Apt Elev | 27 |

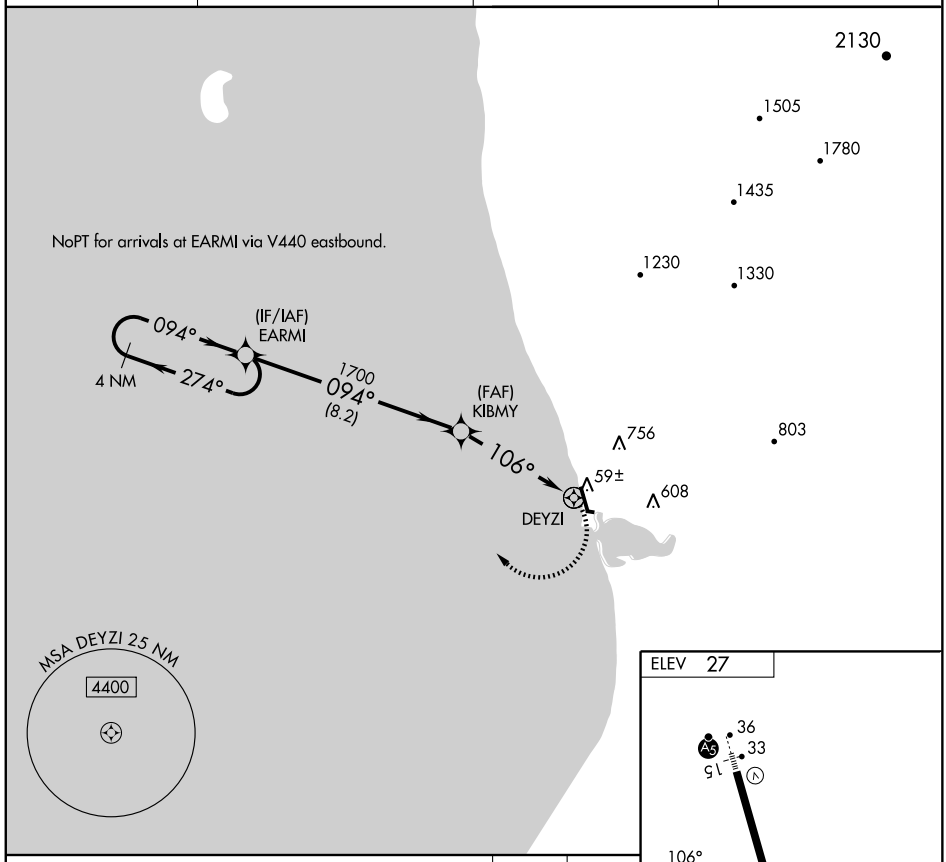
# RNAV (GPS)-A

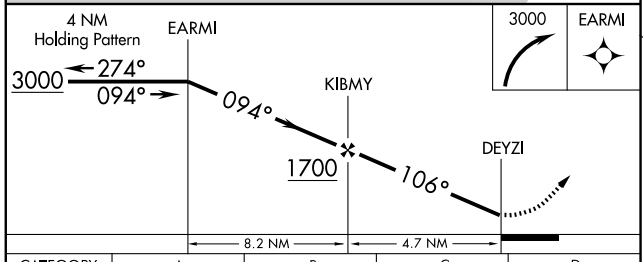
UNALAKLEET (UNK)(PAUN)

Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.

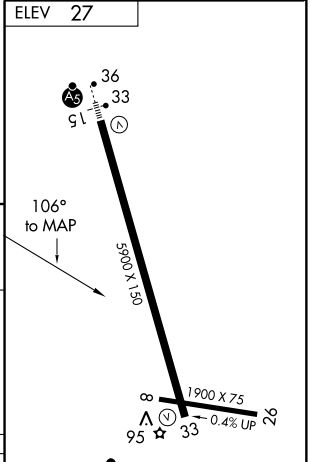
| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.7 335.5 | 122.3 | 123.0 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 440-1<br>413 (500-1) | 480-1<br>453 (500-1) | 480-1½<br>453 (500-1½) | 580-2<br>553 (600-2) |

REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 5900 |
|---|---|---|
| 344° | TDZE | 24 |
| | Apt Elev | 27 |

# RNAV (GPS) RWY 33

UNALAKLEET (UNK)(PAUN)

Circling NA east of Rwy 15-33. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile. VDP NA when using St. Michael altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HERLA and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.7 335.5 | 122.3 | 123.0 L |

Procedure NA for arrivals at UNK VOR/DME via V385 and 488 northeast bound.

MSA AGSIH 25 NM
4400

UNALAKLEET
UNK
608
756
803
AGSIH
3700 to ZOGTA
192° (12.7)
249±
344°
(FAF)
BEJJI
1800
014° (2.3)
WIKIP
YAGUN
1910
4000
238°
(20.8)
HERLA
034°
214°
4 NM
4 NM
2500
014°
(3.8)
194°
014°
(IF/IAF)
ZOGTA
2108
2982
1925
1945
1800
3700 NoPT
342°
(16.2)
(IAF)
VUSUY

ELEV 27

36
33
15
5900 X 150
1900 X 75
0.4% UP
TDZE
24
95
8
33
26
344° to RW33

REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

4 NM Holding Pattern
ZOGTA
3700
194°
014°
WIKIP
2500
014°
BEJJI
2.96°
TCH 54
0.9 NM to AGSIH
1800
344°
AGSIH
3000
HERLA
3.8 NM
2.3 NM
4.1 NM
0.9
0.5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 496 (500-1) | | 520-1¼ 496 (500-1¼) | 520-1½ 496 (500-1½) |
| CIRCLING | 520-1 493 (500-1) | | 520-1½ 493 (500-1½) | 580-2 553 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

| VOR/DME UNK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.9 | 094° | TDZE | N/A |
| Chan 116 | | Apt Elev | 27 |

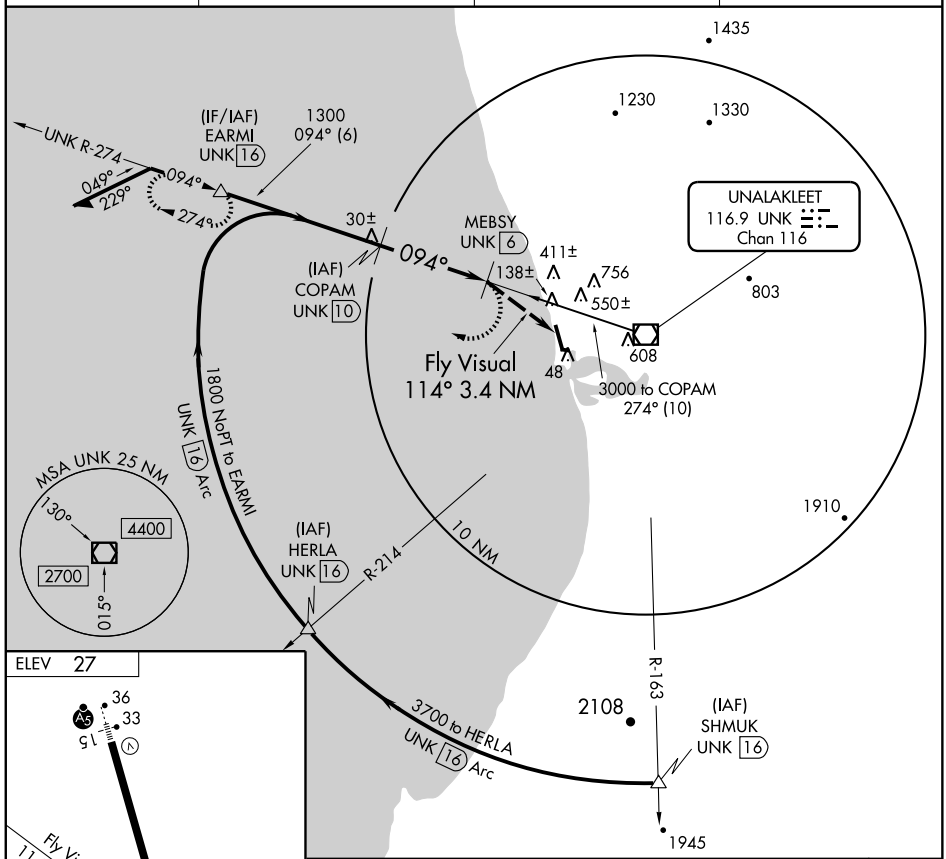
# VOR/DME-D

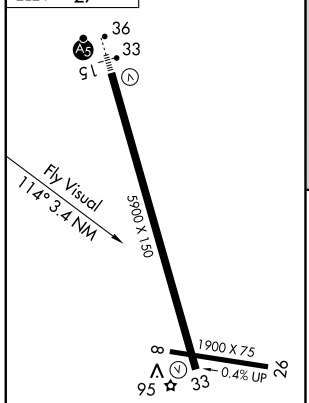
## UNALAKLEET (UNK)(PAUN)

Circling NA east of runway 15-33. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet.

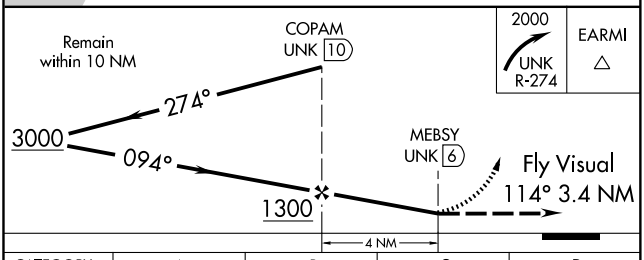
MISSED APPROACH: Climbing right turn to 2000 via UNK VOR/DME R-274 to EARMI/16 DME and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.7 335.5 | 122.3 | 123.0 L |




REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 440-4<br>413 (500-4) | 480-4 | 453 (500-4) | 580-4<br>553 (600-4) |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 159° | TDZE | N/A |
| | Apt Elev | 22 |

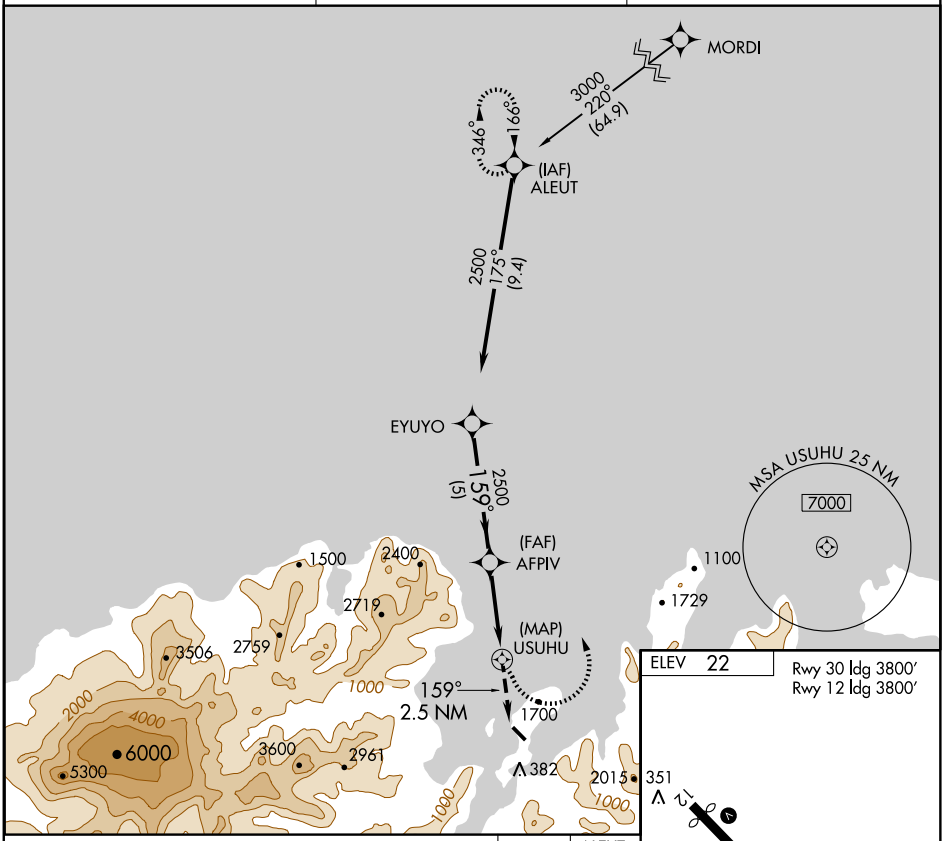
# GPS-E

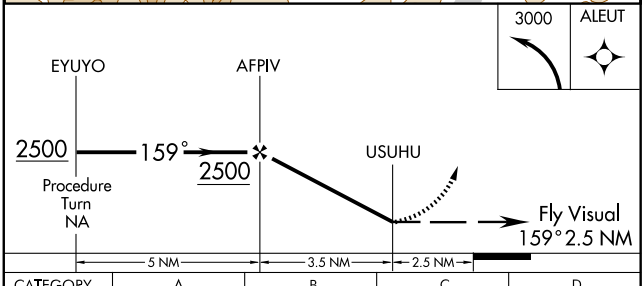
## UNALASKA (DUT) (PADU)

Circling not authorized northeast of runway 12-30.
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000 direct ALEUT WP and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 121.4 | 122.6 L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1820-3 1798 (1800-3) | | | 2000-3 1978 (2000-3) |

AK, 08 APR 2010 to 03 JUN 2010

| NDB/DME DUT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 283 | 166° | TDZE | N/A |
| Chan 86 (113.9) | | Apt Elev | 22 |

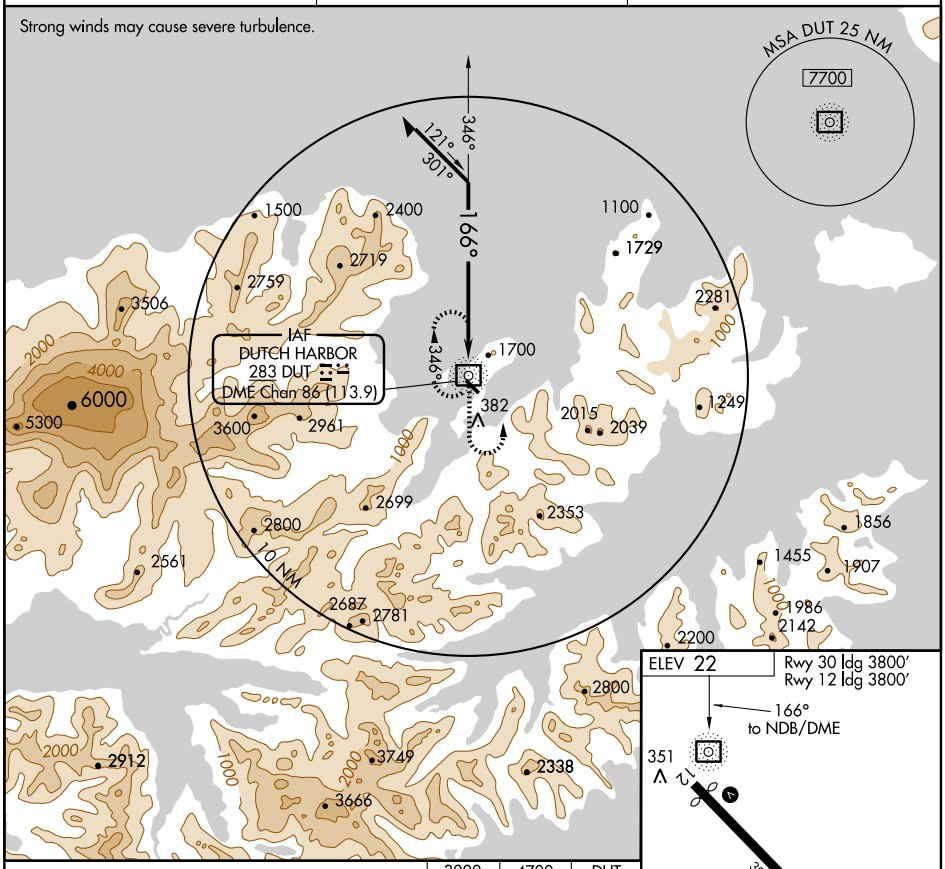
# NDB-A
## UNALASKA (DUT) (PADU)

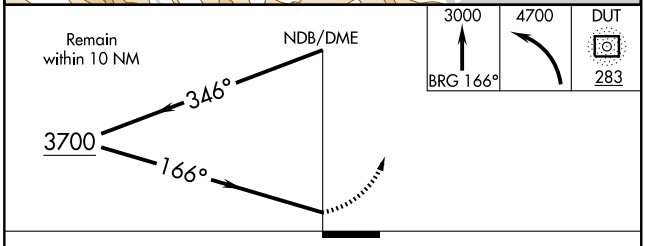
When Unalaska altimeter setting not available procedure not authorized.
Circling not authorized Northeast of Rwy 12-30.
Procedure not authorized at night.
Descend to 6000 in holding pattern.

MISSED APPROACH: Climb to 3000 via 166° bearing then climbing left turn to 4700 direct DUT NDB/DME and hold.

| AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 121.4 | 122.6 L ★ |

Strong winds may cause severe turbulence.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1¼ 2187 (2200-1¼) | 2200-1½ 2187 (2200-1½) | 2200-3 | 2187 (2200-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

AK. 08 APR 2010 to 03 JUN 2010

# NDB RWY 24

| NDB/DME UTO | APCH CRS | Rwy ldg 4100 |
|---|---|---|
| 272 | 248° | THRE 962 |
| Chan 22 (Y) | | Arpt Elev 1220 |

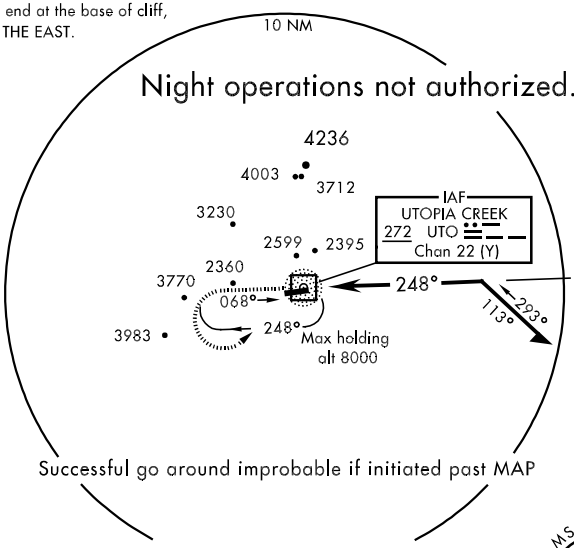
AL-2335 [USAF]

INDIAN MOUNTAIN LRRS (PAIM)

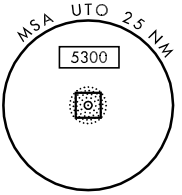
MISSED APPROACH: Climb on track 248° until 4400. Then turn left direct UTO NDB and hold at 6300. Climb in holding authorized.

| ANCHORAGE CENTER APP/DEP CON | RCO | CTAF | AWOS-3 |
|---|---|---|---|
| 124.6 352.0 | 122.6 (FAIRBANKS) | 126.2 | |

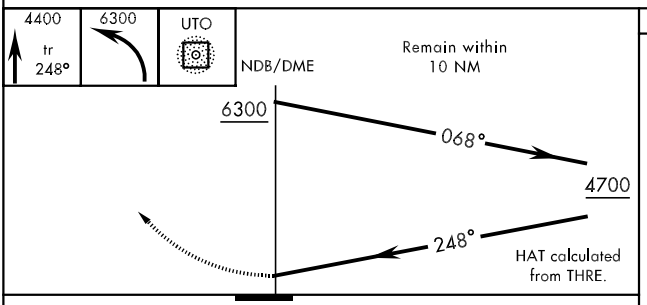
CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APRROACH ONLY FROM THE EAST.




MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.




EMERG SAFE ALT 100 NM 9900

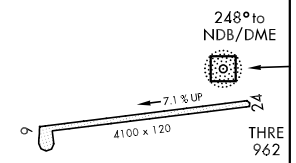



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 3540-1¼<br>2578 (2300-1¼) | 3540-1½<br>2578 (2300-1½) | 3540-3<br>2578 (2300-3) | |
| CIRCLING | NOT AUTHORIZED | | | |

ELEV 1220

Land Rwy 24

Take-off Rwy 6




REIL Rwy 24



AK, 08 APR 2010 to 03 JUN 2010

VALDEZ, ALASKA

AL-6213 (FAA)

| LOC/DME I-VDZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.5 | 054° | TDZE | N/A |
| Chan 32 | | Apt Elev | 121 |

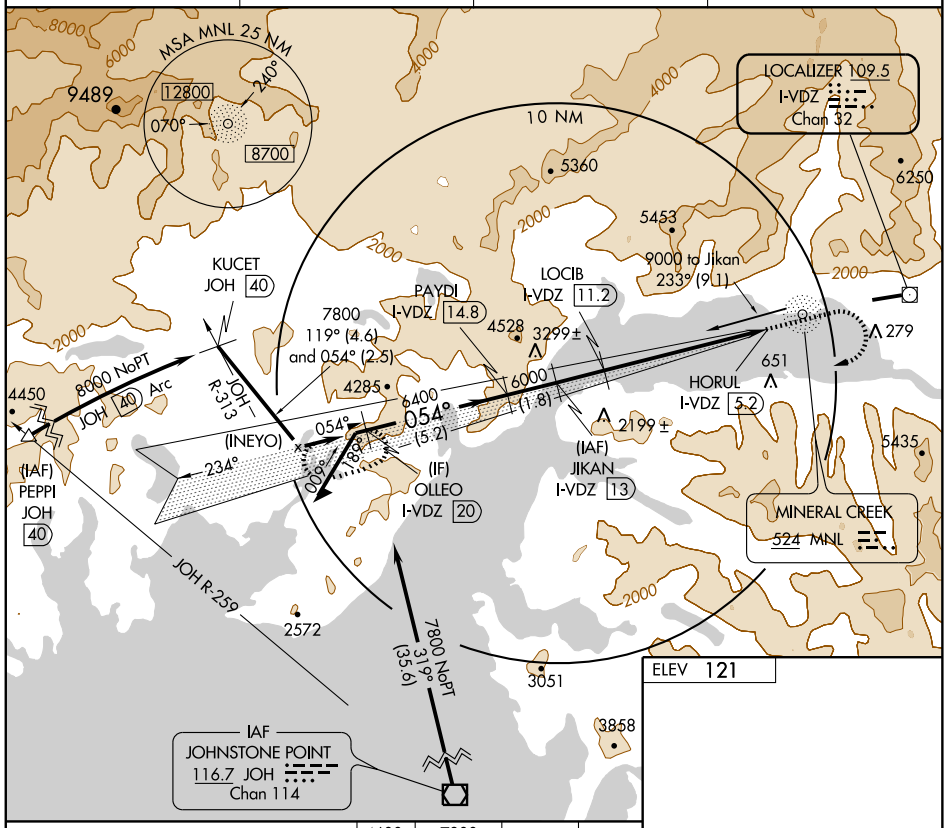
# LDA/DME-H

## VALDEZ PIONEER FIELD (VDZ) (PAVD)

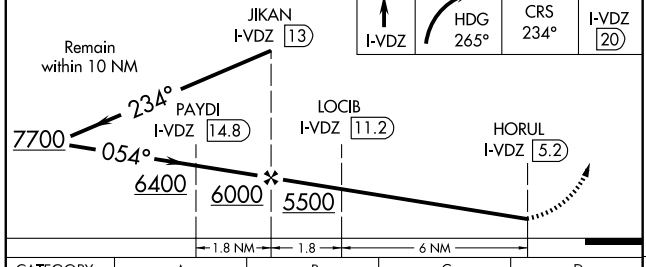
Circling NA north of Rwy 6-24.
If local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb via I-VDZ localizer to 4600 then climbing right turn to 7800 via heading 265° and I-VDZ southwest course 234° to OLLEO Int/20 DME and hold, continue climb-in-hold to 7800.

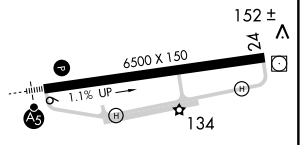
| AWOS-3 | ANCHORAGE CENTER | JUNEAU RADIO | CTAF 122.9 L |
|---|---|---|---|
| 118.8 | 119.3 269.4 | 122.2 | |




| 4600 | 7800 | I-VDZ CRS | OLLEO |
|---|---|---|---|
| ↑ I-VDZ | HDG 265° | 234° | I-VDZ 20 |




ELEV 121




HIRL Rwy 6-24 L

REIL Rwy 24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4540-5 4419 (4500-5) | | | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

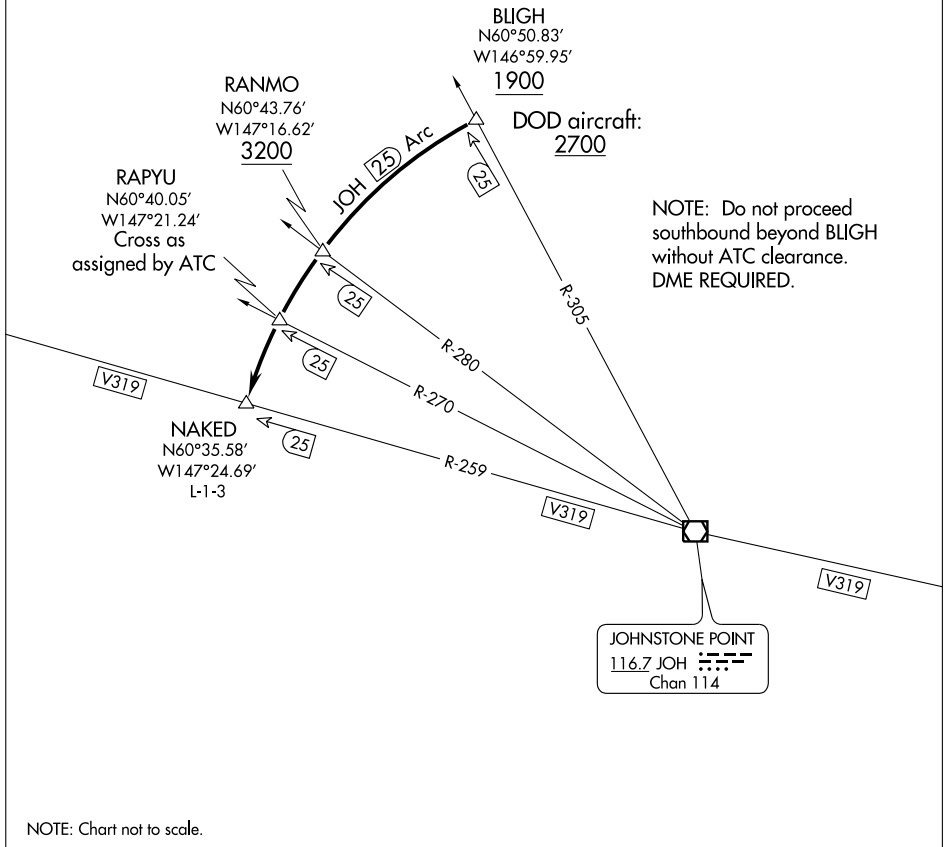
AK. 08 APR 2010 to 03 JUN 2010

# NAKED THREE DEPARTURE



ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO 122.2
CTAF 122.9

TAKEOFF MINIMUMS:
Rwy 6, 24, 2000-3 (DOD aircraft 3500-3)
NA at night.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez Airport to BLIGH (JOH R-305/25 DME) to cross BLIGH at or above 1900′ (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900′ MSL) (DOD aircraft: cross BLIGH at or above 2700′). Proceed southbound on JOH 25 DME ARC to NAKED; cross RANMO at or above 3200′. Cross RAPYU as assigned by ATC. Thence via (assigned route).

AK, 08 APR 2010 to 03 JUN 2010

VENETIE, ALASKA

AL-10346 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 040° | TDZE | 572 |
| | Apt Elev | 574 |

# RNAV (GPS) RWY 4

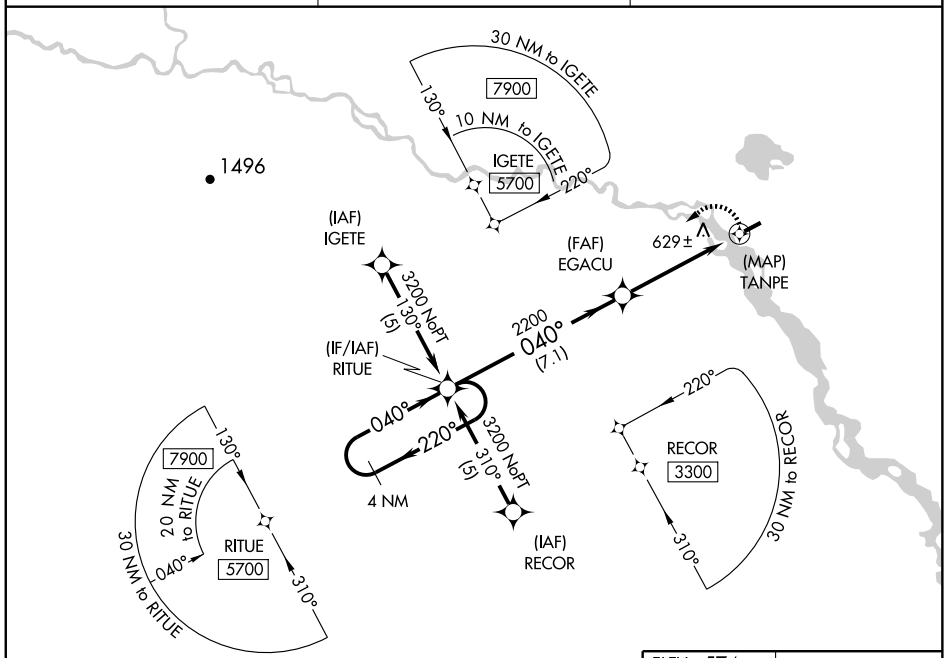
## VENETIE (VEE) (PAVE)

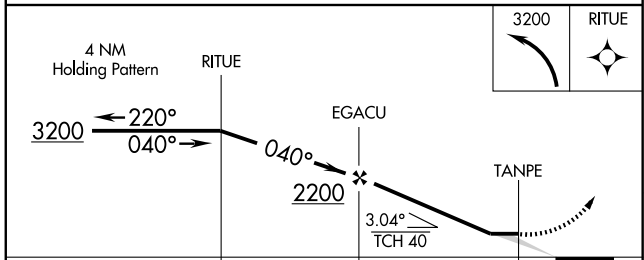
Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night. DME/DME RNP-0.3 NA.

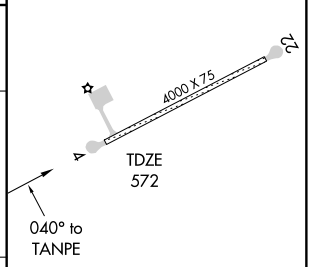
NA

MISSED APPROACH: Climbing left turn to 3200 direct RITUE and hold.

| FORT YUKON AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 135.0 284.7 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 448 (500-1) | NA | |
| CIRCLING | 1120-1 | 546 (600-1) | NA | |

MIRL Rwy 4-22 L

AK. 08 APR 2010 to 03 JUN 2010

VENETIE, ALASKA

AL-10346 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 220° | TDZE | 574 |
| | Apt Elev | 574 |

# RNAV (GPS) RWY 22

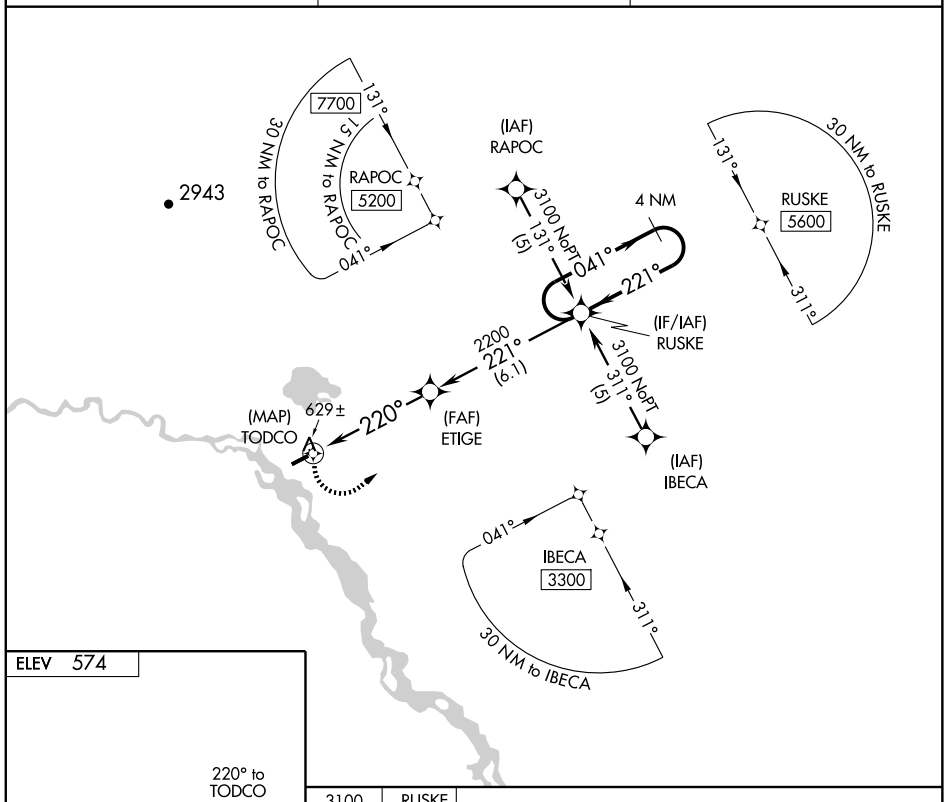
## VENETIE (VEE) (PAVE)

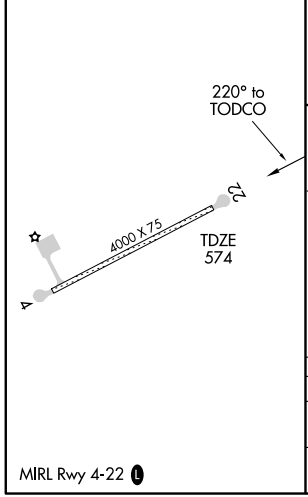
Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night. DME/DME RNP-0.3 NA.

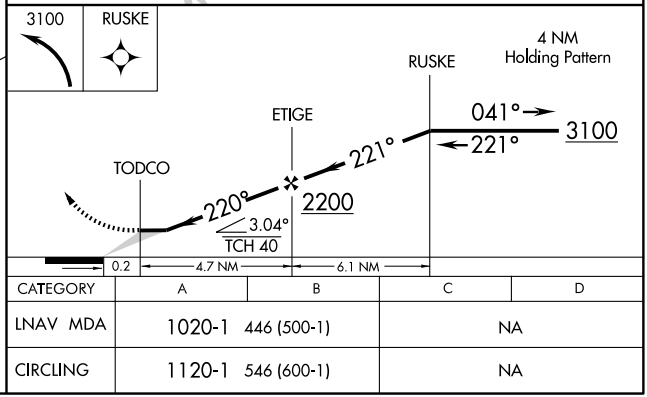
NA

MISSED APPROACH: Climbing left turn to 3100 direct RUSKE and hold.

| FORT YUKON AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 125.8 | 135.0 284.7 | 122.9 L |



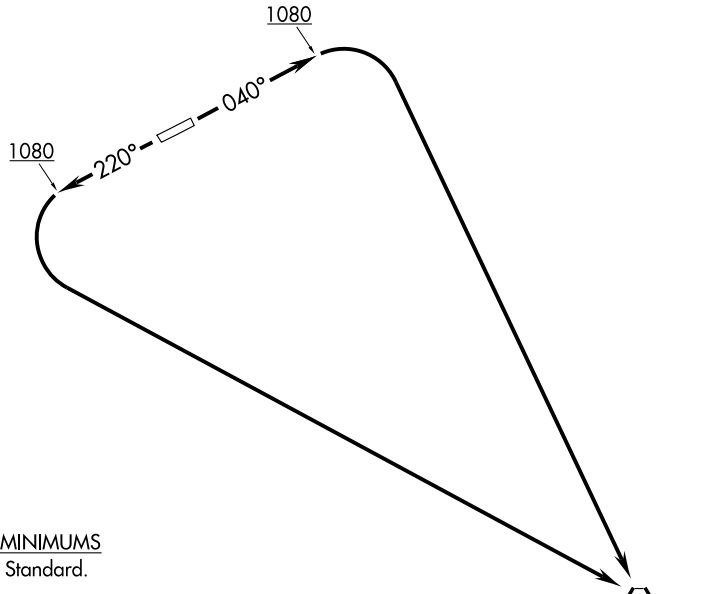

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 446 (500-1) | | NA | |
| CIRCLING | 1120-1 546 (600-1) | | NA | |

AK, 08 APR 2010 to 03 JUN 2010

# VENETIE ONE DEPARTURE (RNAV)



FORT YUKON AWOS-3
125.8
ANCHORAGE CENTER
135.0 284.7




TAKE-OFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 040° to 1080, then right turn direct FYU VORTAC, Thence ....
TAKE-OFF RUNWAY 22: Climb heading 220° to 1080, then left turn direct FYU VORTAC, Thence ....

.... maintain 5000 or ATC assigned altitude.

AK, 08 APR 2010 to 03 JUN 2010

| NDB UKK 338 | APP CRS 042°M (219°G) | Rwy Idg 4494<br>TDZE 41<br>Apt Elev 41 |
|---|---|---|

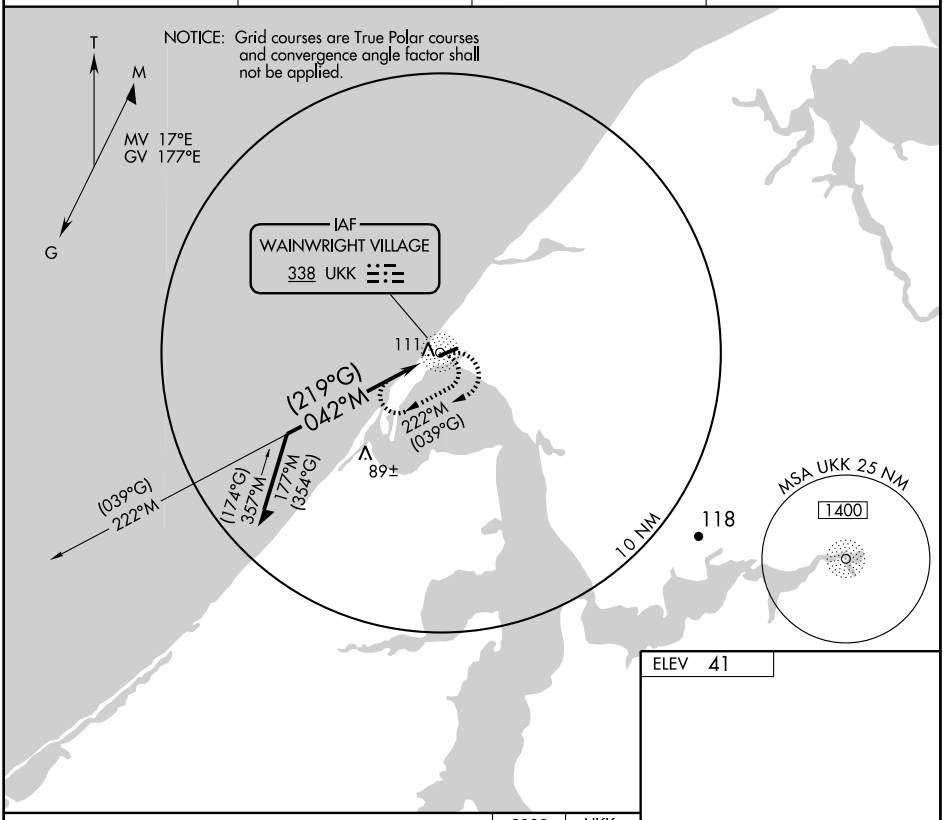
# NDB RWY 5

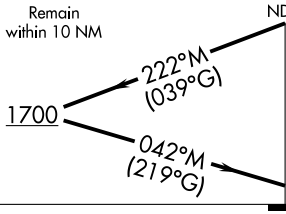
WAINWRIGHT (AWI)(PAWI)

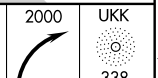
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and S-5 Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 in UKK NDB holding pattern.

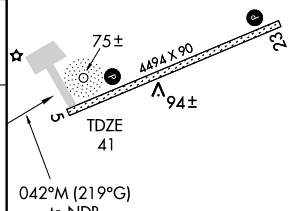
| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.3 239.25 | 122.5 | 122.8 L |




ELEV 41




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 480-1 | 439 (500-1) | 480-1¼<br>439 (500-1¼) | 480-1½<br>439 (500-1½) |
| CIRCLING | 500-1 | 459 (500-1) | 500-1½<br>459 (500-1½) | 600-2<br>559 (600-2) |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK, 08 APR 2010 to 03 JUN 2010

| NDB | UKK | APP CRS | Rwy Idg | 4494 |
|---|---|---|---|---|
| 338 | | 235°M (052°G) | TDZE | 41 |
| | | | Apt Elev | 41 |

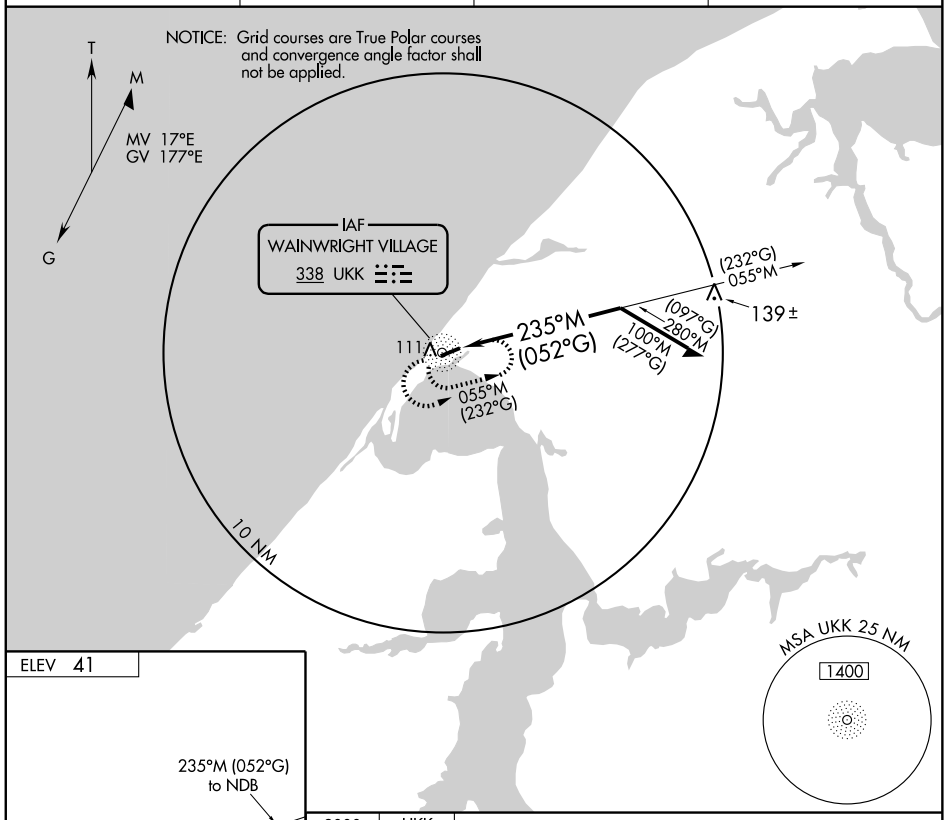
# NDB RWY 23

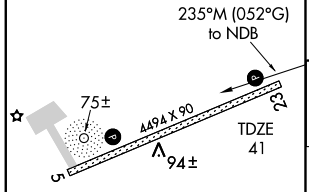
WAINWRIGHT (AWI)(PAWI)

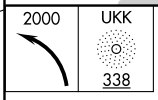
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and Cats. C and D visibility ¼ mile.

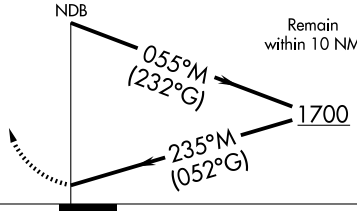
MISSED APPROACH: Climbing left turn to 2000 in UKK NDB holding pattern.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.3 239.25 | 122.5 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 560-1 | 519 (600-1) | 560-1½<br>519 (600-1½) | 560-1¾<br>519 (600-1¾) |
| CIRCLING | 560-1 | 519 (600-1) | 560-1½<br>519 (600-1½) | 600-2<br>559 (600-2) |

MIRL Rwy 5-23 (L)
REIL Rwys 5 and 23 (L)

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4494 |
|---|---|---|
| 050°M (227°G) | TDZE | 41 |
| | Apt Elev | 41 |

# RNAV (GPS) RWY 5

## WAINWRIGHT (AWI) (PAWI)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MEXIW and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.3 239.25 | 122.5 | 122.8 L |

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

MISSED APCH FIX

(228°G) 051°M 4 NM

231°M (048°G)

MEXIW

30 NM to CUTGU

140°M (317°G)

2000

CUTGU

230°M (047°G)

T M G

MV 17°E GV 177°E

(IAF) CUTGU

2000 NoPT 140°M (317°G) (5)

(IF/IAF) OZYIB

1700 (227°G) 050°M (6.1)

(FAF) TECWA

111 89±

RW05

(227°G) 050°M

230°M (047°G)

4 NM

2000 NoPT 320°M (137°G) (5)

(IAF) RIROQ

(047°G) 230°M

RIROQ

2000

320°M (137°G)

30 NM to RIROQ

30 NM to OZYIB (NoPT)

(317°G) 140°M

OZYIB

2000

(137°G) 320°M

ELEV 41

120

4 NM Holding Pattern

OZYIB

(047°G) 230°M

2000

050°M (227°G)

TECWA

050°M (227°G)

1700

3.04° TCH 45

RW05

6.1 NM

5 NM

VGSI and descent angles not coincident.

2000

MEXIW

75±

4494 X 90

23

94±

TDZE 41

050°M (227°G) to RW05

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 359 (400-1) | | | 400-1¼ 359 (400-1¼) |
| CIRCLING | 500-1 459 (500-1) | | 500-1½ 459 (500-1½) | 600-2 559 (600-2) |

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4494 |
|---|---|---|
| 231°M (048°G) | TDZE | 41 |
| | Apt Elev | 41 |

# RNAV (GPS) RWY 23

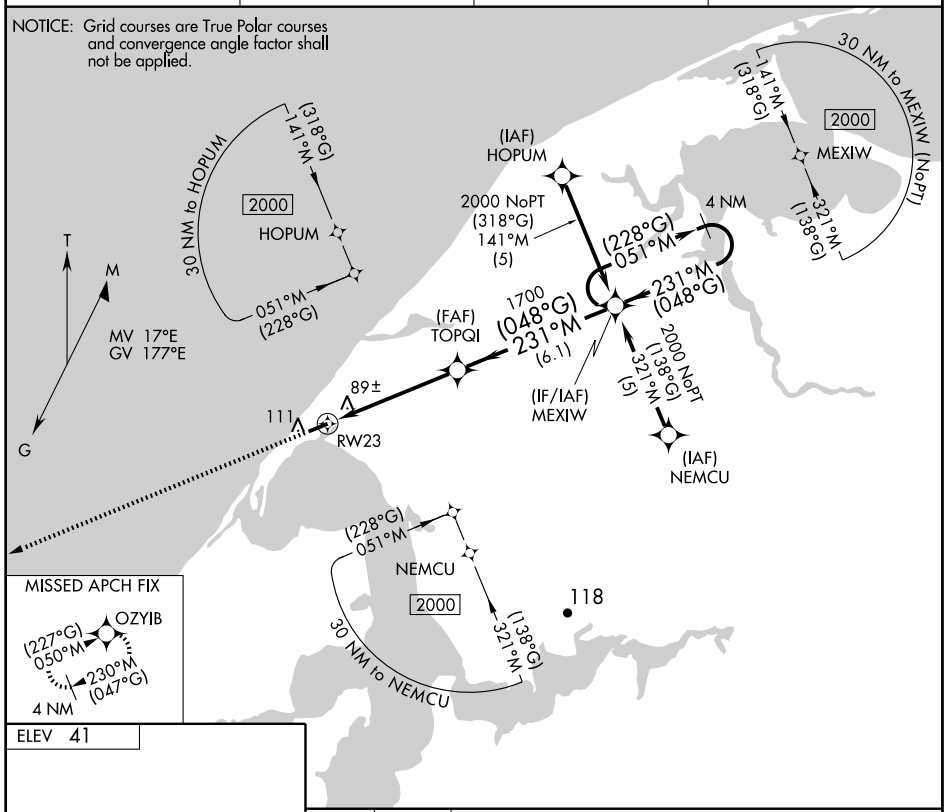
## WAINWRIGHT (AWI) (PAWI)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV visibility Cats. C and D ½ mile, Circling visibility Cat. D ¼ mile.

MISSED APPROACH: Climb to 2000 direct OZYIB and hold.

| AWOS-3 | ANCHORAGE CENTER | FAIRBANKS RADIO | CTAF |
|---|---|---|---|
| 132.25 | 135.3 239.25 | 122.5 | 122.8 L |

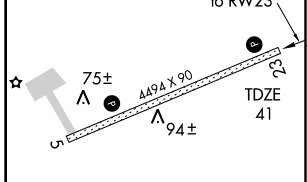
NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



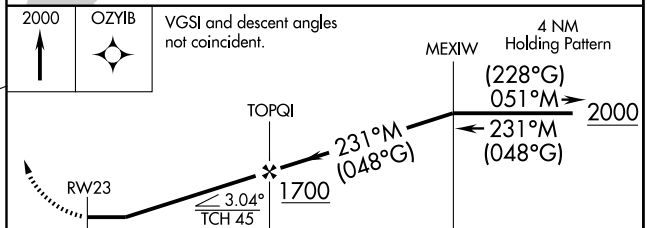




ELEV 41




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 399 (400-1) | | | 440-1¼ 399 (400-1¼) |
| CIRCLING | 500-1 459 (500-1) | | 500-1½ 459 (500-1½) | 600-2 559 (600-2) |

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 177° | TDZE | 22 |
| | Apt Elev | 22 |

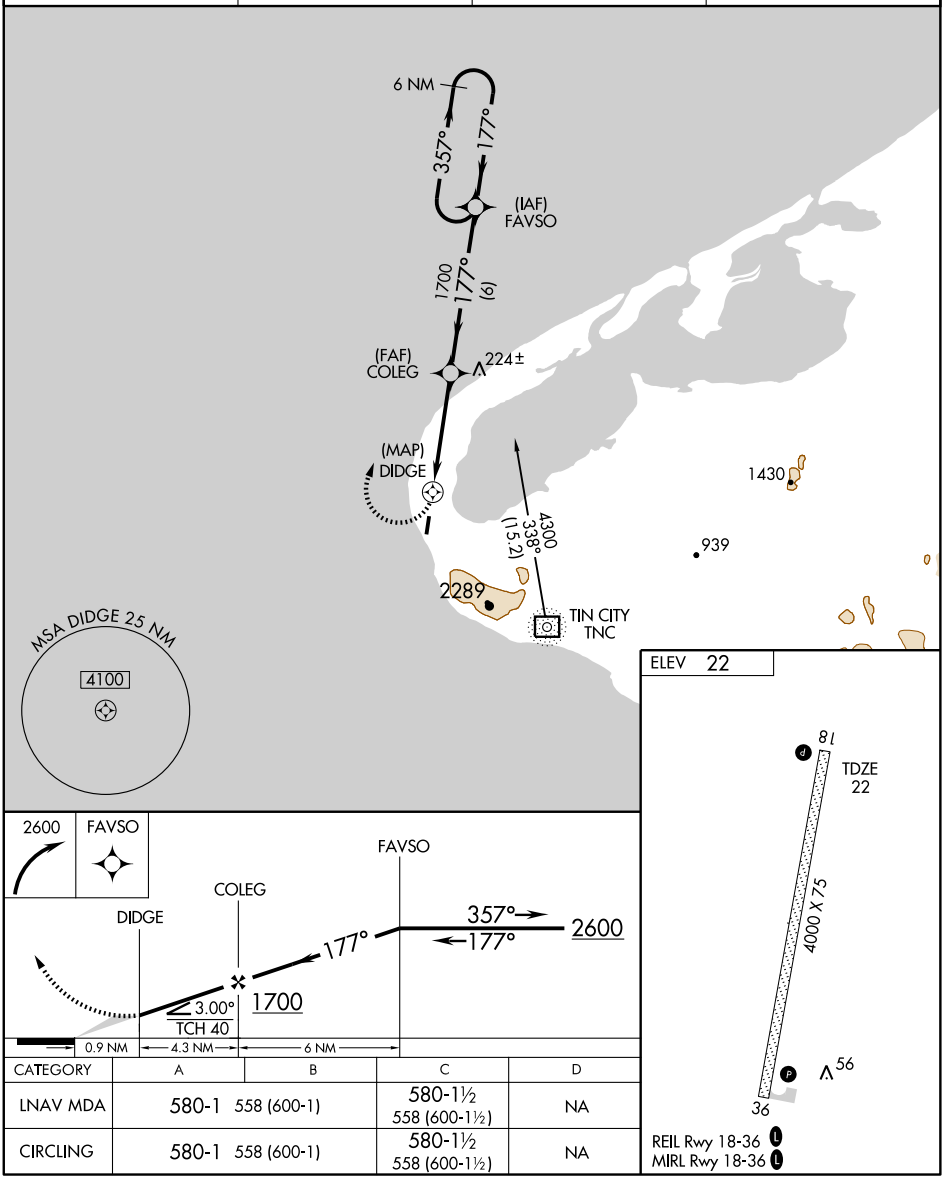
# RNAV (GPS) RWY 18

## WALES (IWK)(PAIW)

Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing right turn to 2600 direct FAVSO WP and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 118.525 | 133.3 290.4 | 122.6 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 558 (600-1) | 580-1½ 558 (600-1½) | NA |
| CIRCLING | 580-1 | 558 (600-1) | 580-1½ 558 (600-1½) | NA |

AK, 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 011° | TDZE | 22 |
| | Apt Elev | 22 |

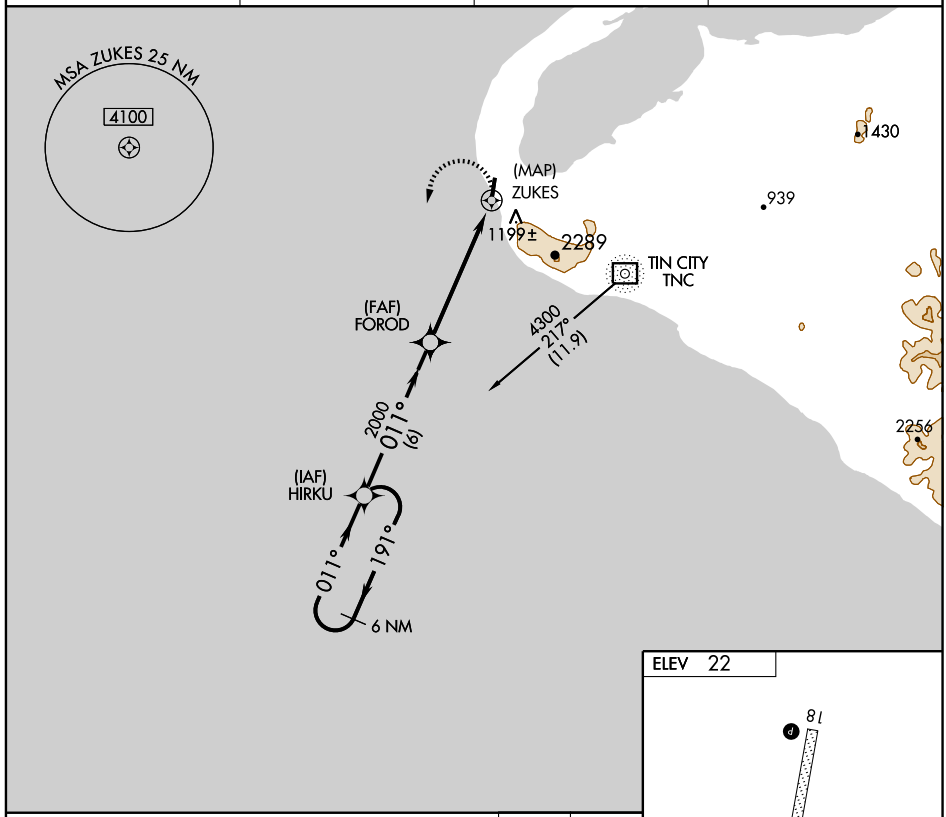
# RNAV (GPS) RWY 36

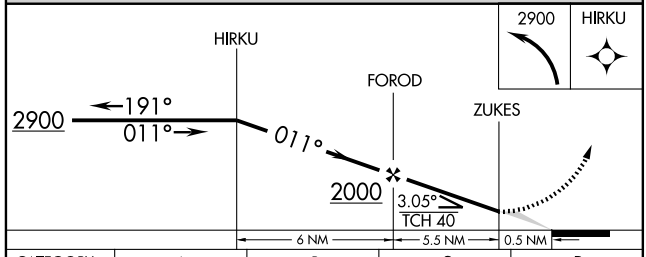
WALES (IWK) (PAIW)

Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2900 direct HIRKU WP and hold.

| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
|---|---|---|---|
| 118.525 | 133.3 290.4 | 122.6 | 123.0 (L) |

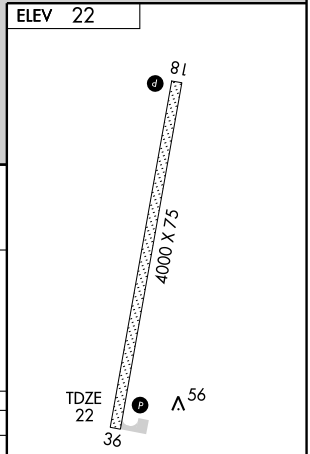






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1¼ 1518 (1600-1¼) | 1540-1½ 1518 (1600-1½) | 1540-3 1518 (1600-3) | NA |
| CIRCLING | 1540-1¼ 1518 (1600-1¼) | 1540-1½ 1518 (1600-1½) | 1540-3 1518 (1600-3) | NA |




REIL Rwy 18-36 (L)
MIRL Rwy 18-36 (L)

AK. 08 APR 2010 to 03 JUN 2010

| APP CRS | Rwy Idg | 3700 |
|---|---|---|
| 033° | TDZE | 352 |
| | Apt Elev | 354 |

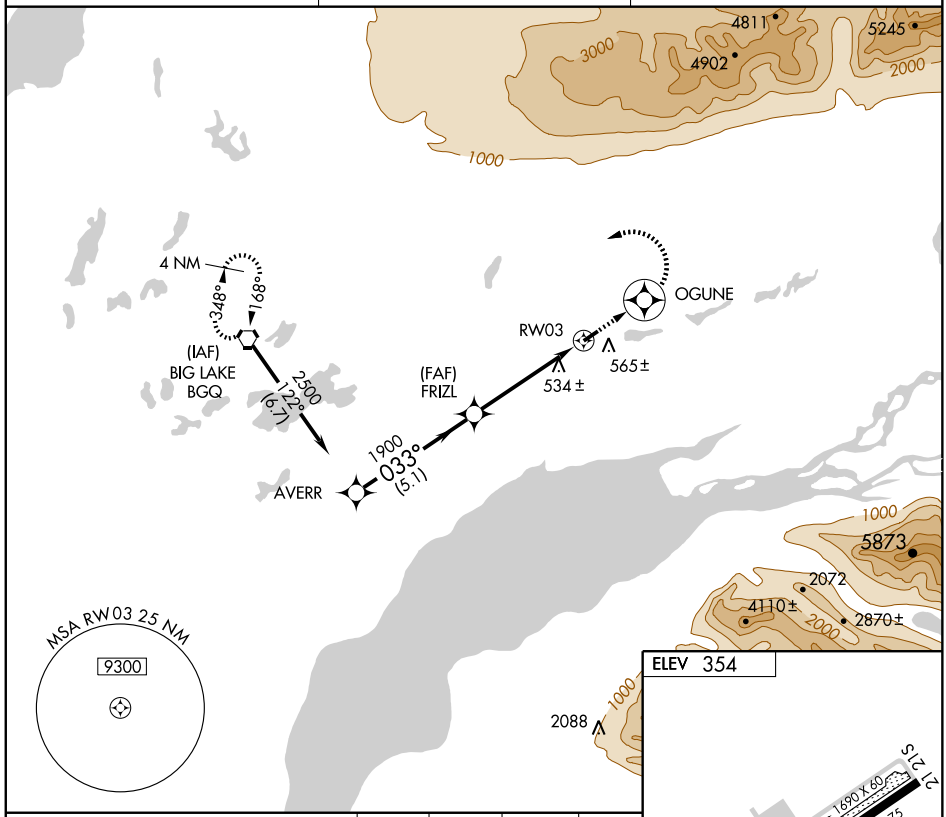
# RNAV (GPS) RWY 3

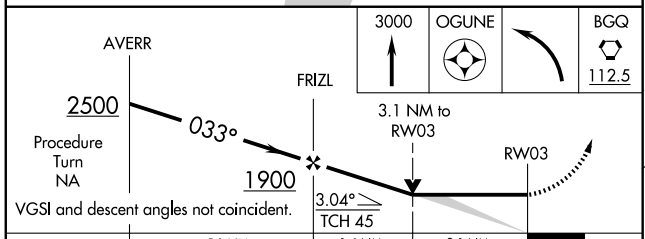
## WASILLA (IYS) (PAWS)

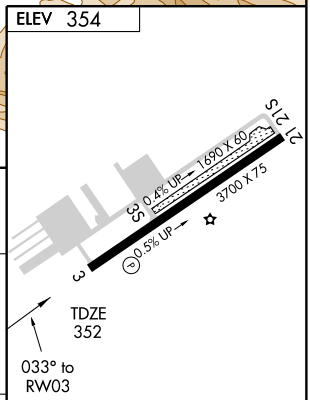
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OGUNE and climbing left turn direct BGQ VORTAC and hold.

| AWOS-3 | APP CON | CTAF |
|---|---|---|
| 135.25 | 119.1 363.2 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1¼<br>1008 (1100-1¼) | 1360-1½<br>1008 (1100-1½) | NA | |
| CIRCLING | 1360-1¼<br>1006 (1100-1¼) | 1360-1½<br>1006 (1100-1½) | NA | |

MIRL Rwy 3-21 L

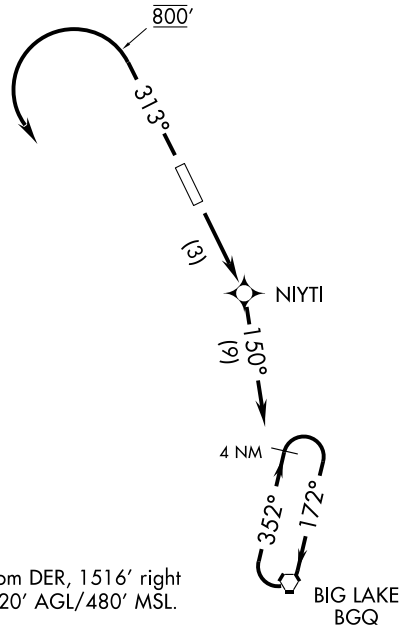
AK. 08 APR 2010 to 03 JUN 2010

# BIG LAKE ONE DEPARTURE (RNAV) (OBSTACLE)



ANCHORAGE CENTER
133.7 279.6
CTAF 122.8
AWOS-3 135.250

NOTE: 1. GPS REQUIRED.
2. RNAV 1.




TAKE-OFF OBSTACLE:

Rwy 13: Tower, 5551' from DER, 1516' right of centerline, 120' AGL/480' MSL.

TAKE-OFF MINIMUMS:

Rwy 13: 300-1¼ or standard with minimum climb of 467' per NM to 700.
Rwy 31: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct NIYTI, then climbing right turn via 150° track to BGQ VORTAC. Thence. . . .

TAKE-OFF RUNWAY 31: Climb via 313° heading to 800 then climbing left turn direct BGQ VORTAC. Thence....

. . . .Climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA/MCA for direction of flight.

| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 133° | TDZE | 215 |
| | Apt Elev | 215 |

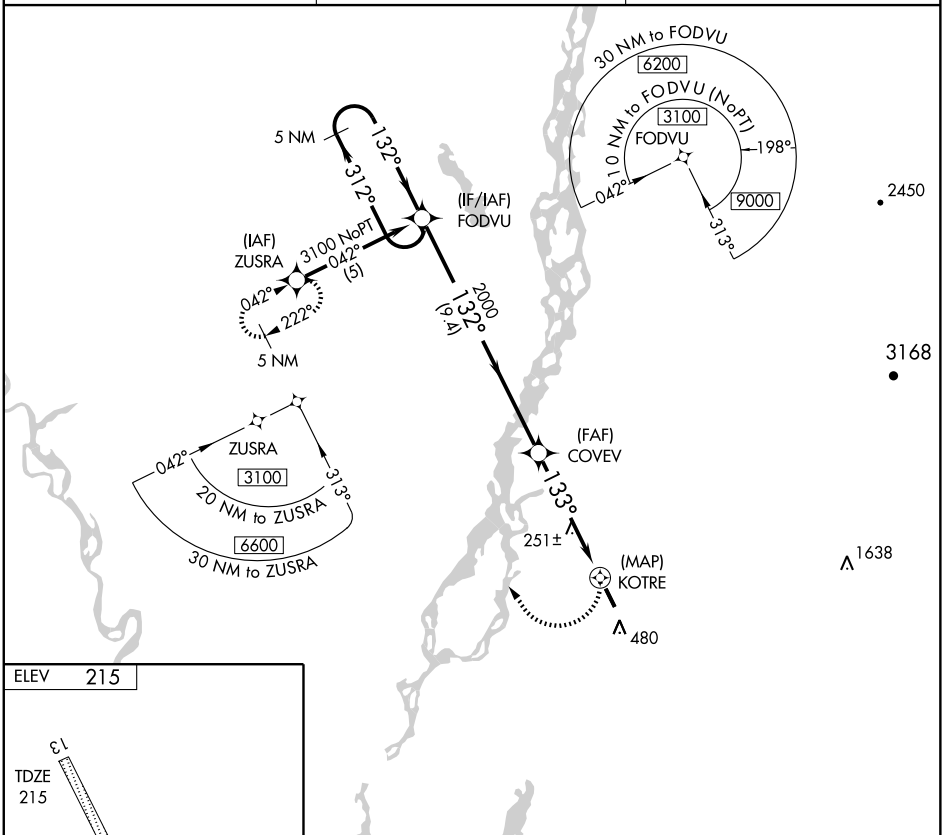
# RNAV (GPS) RWY 13

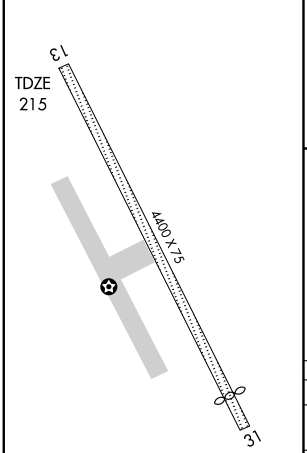
WILLOW (UUO) (PAUO)

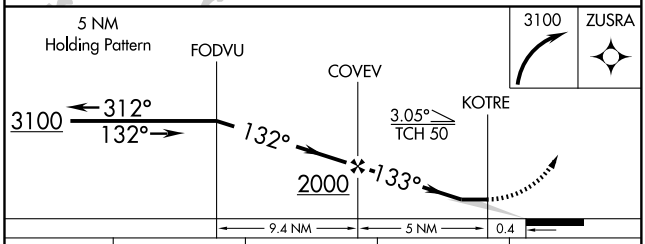
Use Wasilla altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

| WASILLA AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.250 | 133.7 279.6 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1¼<br>1005 (1100-1¼) | 1220-1½<br>1005 (1100-1½) | 1220-3<br>1005 (1100-3) | NA |
| CIRCLING | 1220-1¼<br>1005 (1100-1¼) | 1220-1½<br>1005 (1100-1½) | 1220-3<br>1005 (1100-3) | NA |

AK. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 31

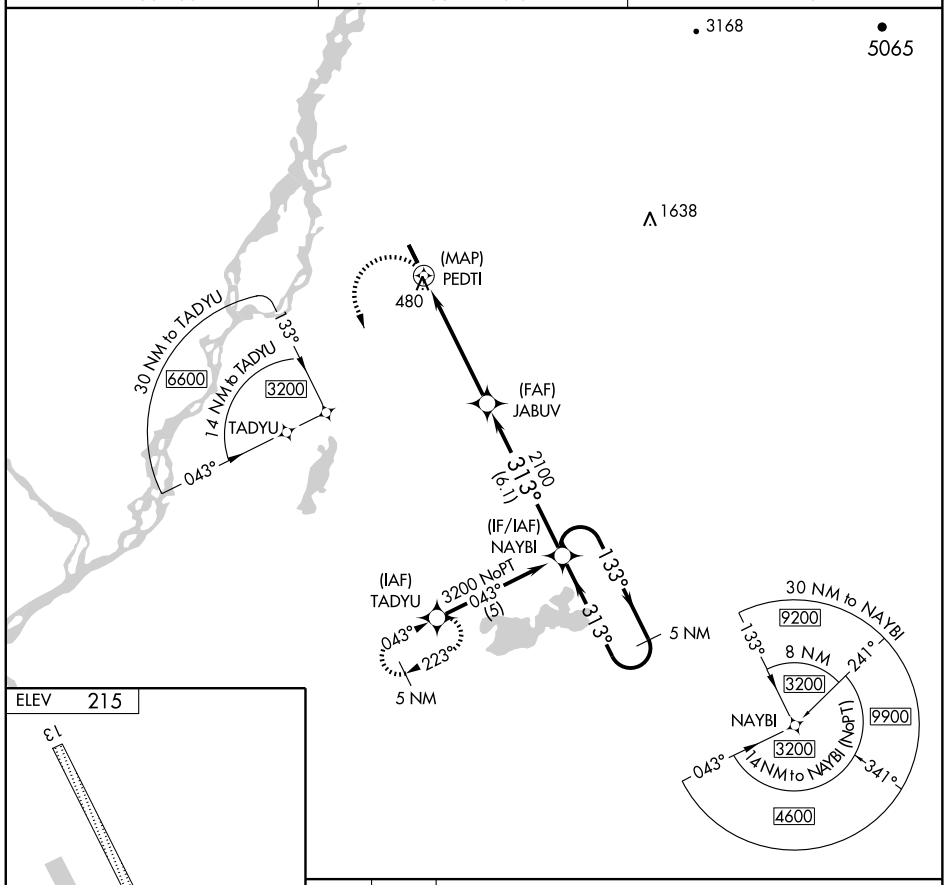
WILLOW (UUO)(PAUO)

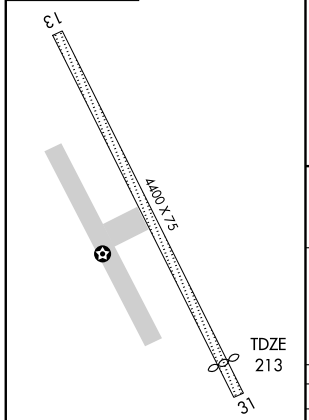
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 313° | TDZE | 213 |
| | Apt Elev | 215 |

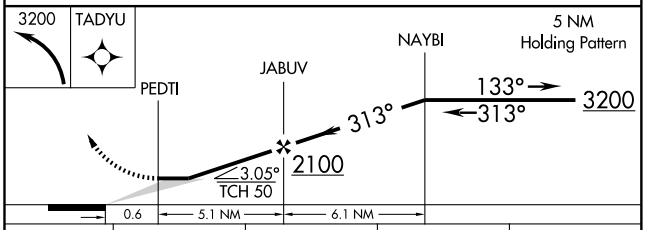
Use Wasilla altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.

| WASILLA AWOS-3 | ANCHORAGE CENTER | CTAF |
|---|---|---|
| 135.250 | 133.7 279.6 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1¼<br>1007 (1100-1¼) | 1220-1½<br>1007 (1100-1½) | 1220-3<br>1007 (1100-3) | NA |
| CIRCLING | 1220-1¼<br>1005 (1100-1¼) | 1220-1½<br>1005 (1100-1½) | 1220-3<br>1005 (1100-3) | NA |

MIRL Rwy 13-31 L

AK, 08 APR 2010 to 03 JUN 2010

| LOC I-RGL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.5 | 089° | TDZE | N/A |
| Chan 22 | | Apt Elev | 44 |

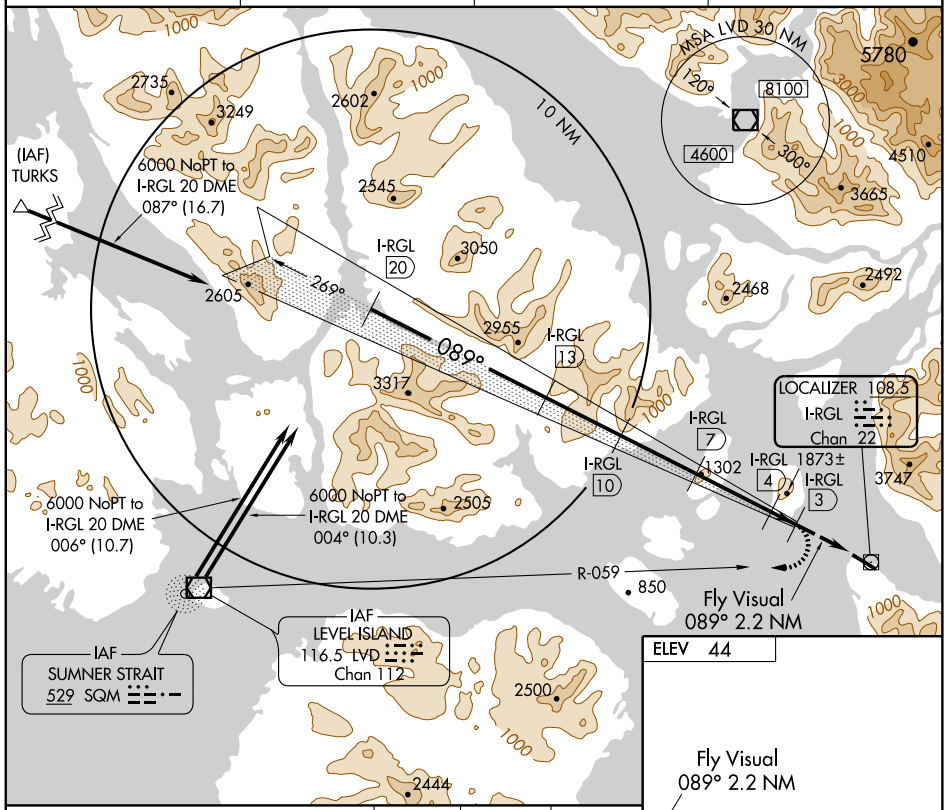
# LDA/DME-C

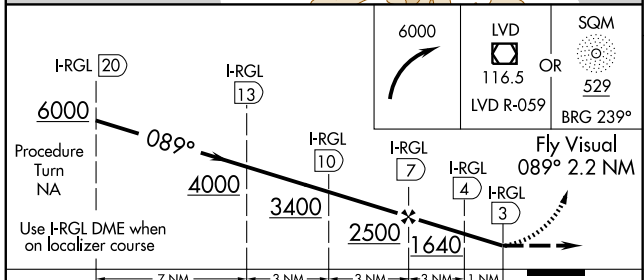
## WRANGELL (WRG) (PAWG)

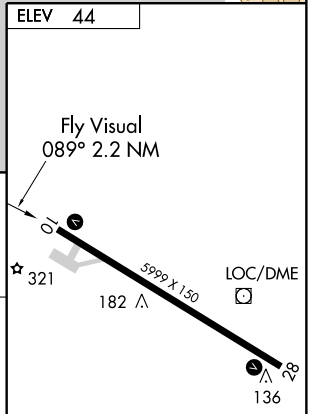
▼ Procedure NA when local altimeter setting not received. Circling NA south of Rwy 10-28. Fly visual to airport.
▲ Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 128.5 | 118.0 | 122.45 | 122.6 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-3 1196 (1200-3) | | | SEE LDA/DME-D |

REIL Rwys10 and 28 (L)
HIRL Rwy10-28 (L)

AK. 08 APR 2010 to 03 JUN 2010

| LOC I-RGL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.5 | 089° | TDZE | N/A |
| Chan 22 | | Apt Elev | 44 |

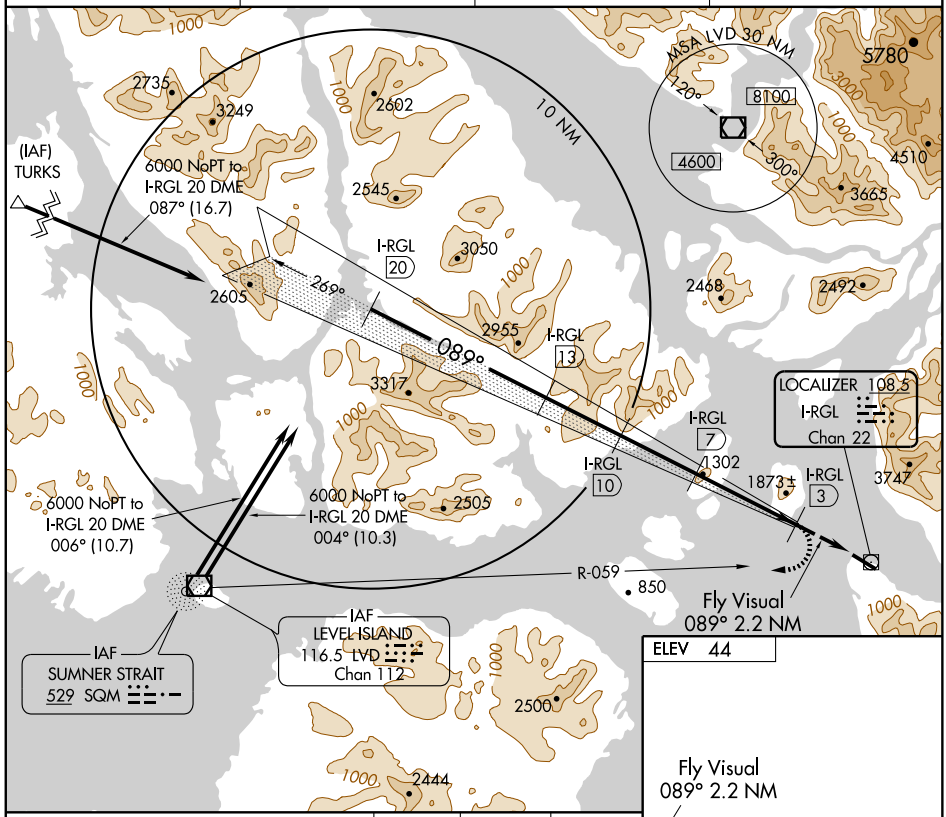
# LDA/DME-D

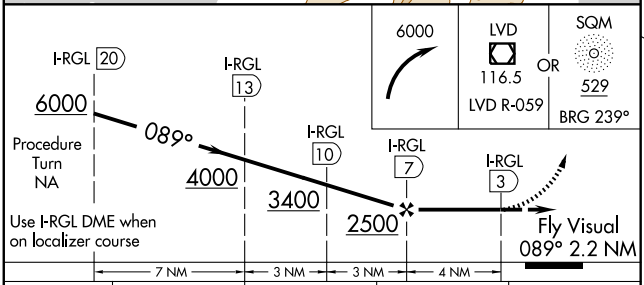
WRANGELL (WRG) (PAWG)

Procedure NA when local altimeter setting not received.
Circling NA south of Rwy 10-28. Fly visual to airport.
Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

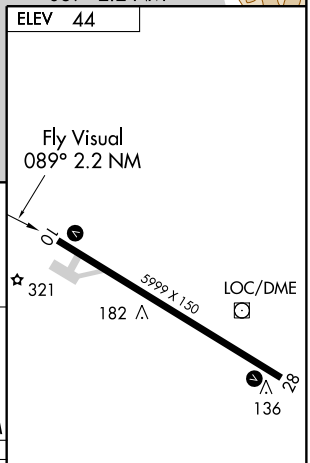
MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 128.5 | 118.0 | 122.45 | 122.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | SEE LDA/DME-C | | | 2500-3 2456 (2500-3) |




REIL Rwys10 and 28 L
HIRL Rwy10-28 L

AK. 08 APR 2010 to 03 JUN 2010

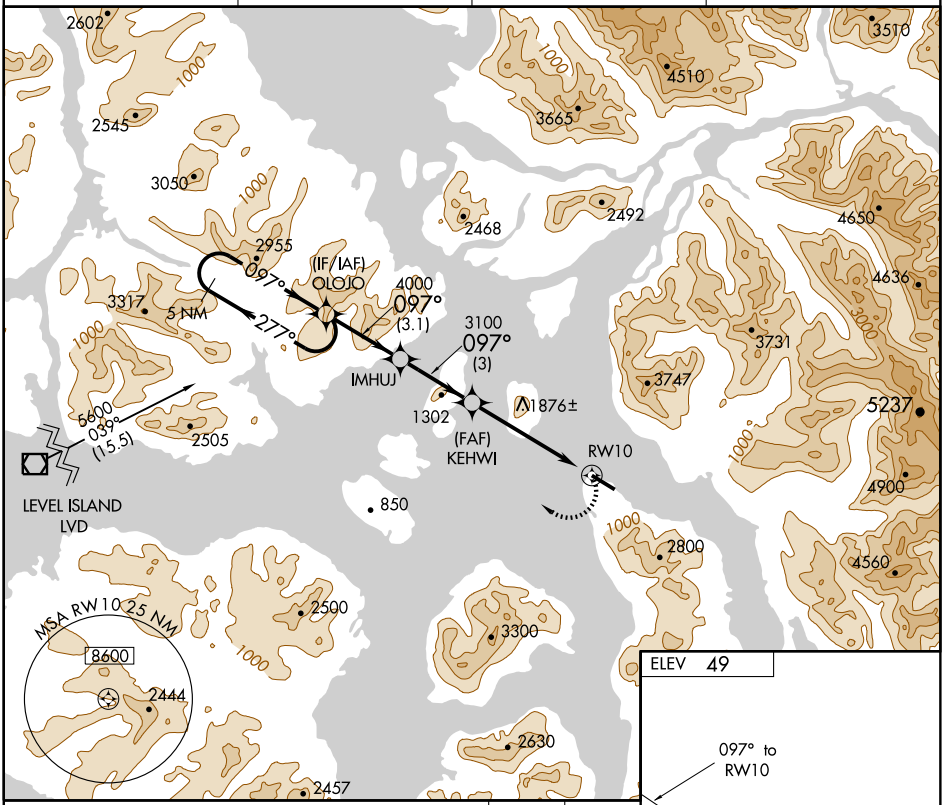
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 097° | TDZE | N/A |
| | Apt Elev | 49 |

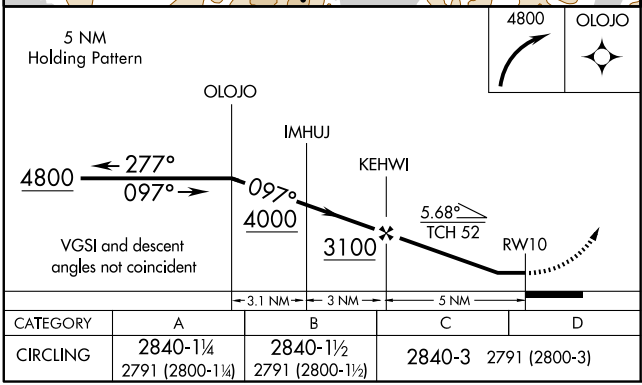
# RNAV (GPS)-A
## WRANGELL (WRG) (PAWG)

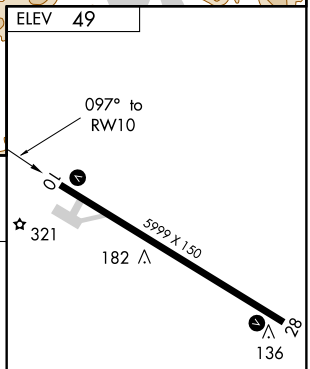
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Petersburg altimeter setting and increase all MDA 80 feet. Circling not authorized south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 4800 direct OLOJO and hold.

| AWOS-3 | ANCHORAGE CENTER | SITKA RADIO | CTAF |
|---|---|---|---|
| 128.5 | 118.0 | 122.45 | 122.6 L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2840-1¼ 2791 (2800-1¼) | 2840-1½ 2791 (2800-1½) | 2840-3 | 2791 (2800-3) |

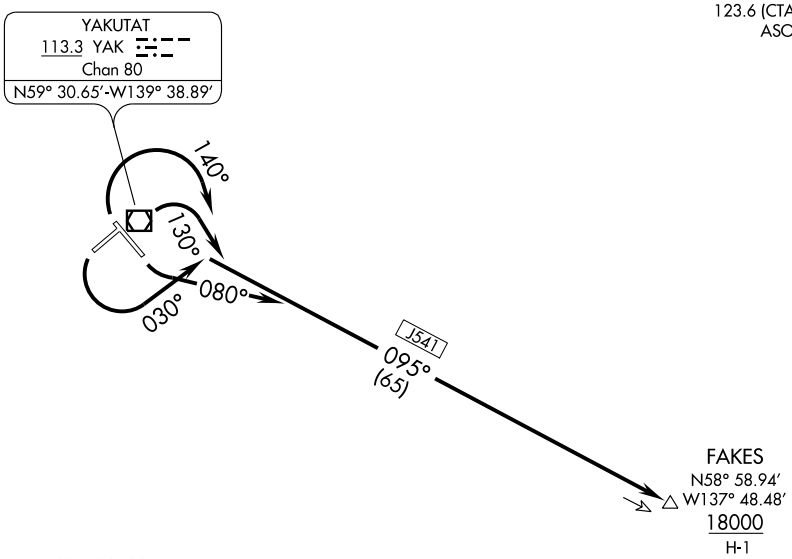
REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

AK, 08 APR 2010 to 03 JUN 2010

# FAKES TWO DEPARTURE



ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75




TAKE-OFF MINIMUMS

Rwy 2, 11, 20, 29: Standard with minimum ATC climb ot 280' per NM to 18000.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple trees 458' from DER, 317' right of centerline, up to 76' AGL/99' MSL.
Multiple trees 643' from DER, 342' left of centerline, up to 87' AGL/114' MSL.
Tower 376' from DER, 243' left of centerline 42' AGL/75'MSL.
Obstruction light on glideslope 372' from DER, 238' left of centerline, 34' AGL/67' MSL.
Obstruction light on TMOM 593' from DER, 639' left of centerline, 24' AGL/51' MSL.

Rwy 11: Multiple trees beginning 95' from DER, 345' right of centerline, up to 75' AGL/98' MSL.
Multiple trees beginning 121' from DER, from 377' left of centerline, up to 92' AGL/115' MSL.

Rwy 20: Multiple trees beginning 129' from DER, 297' right of centerline, up to 148' AGL/158' MSL.
Multiple trees beginning 79' from DER, 283' left of centerline, up to 137' AGL/147' MSL.

Rwy 29: Multiple trees and bushes 122' from DER, 389' right of centerline, up to 123' AGL/153' MSL.
Multiple trees and bushes 51' from DER, 65' left of centerline, up to 108' AGL/138' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing right turn via heading 130°, thence. . . .
TAKE-OFF RUNWAY 11: Climbing left turn via heading 080°, thence. . . .
TAKE-OFF RUNWAY 20: Climbing left turn via heading 030°, thence. . . .
TAKE-OFF RUNWAY 29: Climbing right turn via heading 140°, thence. . . .

. . . . Intercept YAK VOR/DME R-095 to FAKES. Cross FAKES at or above 18000 for assigned route of flight.

| LOC I-YAK | APP CRS | Rwy Idg | 7745 |
|---|---|---|---|
| 111.1 | 112° | TDZE | 33 |
| | | Apt Elev | 33 |

# ILS or LOC/DME RWY 11

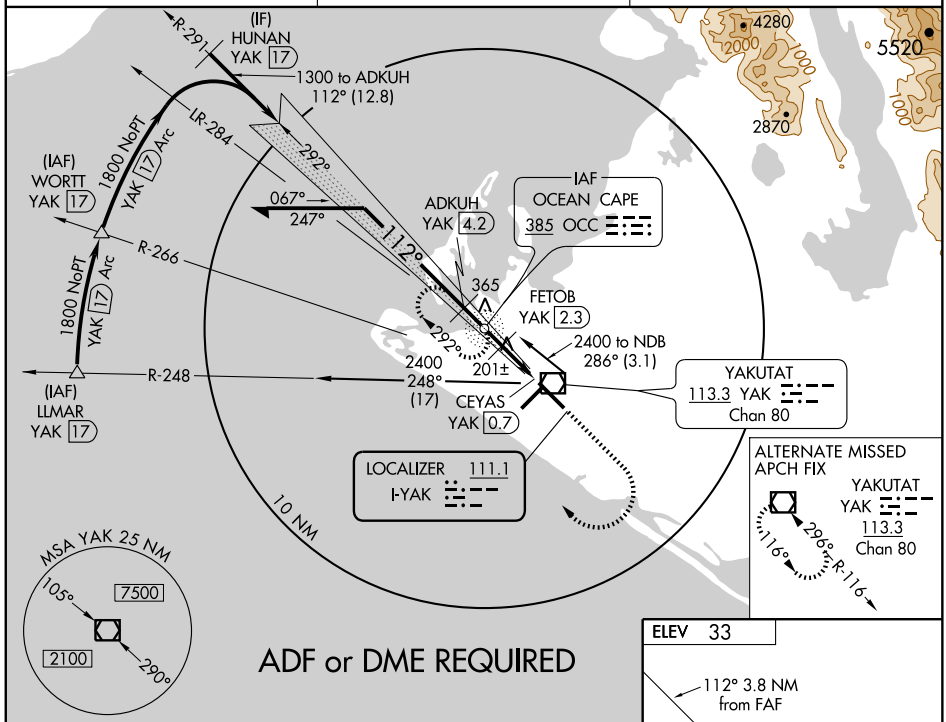
YAKUTAT (YAK) (PAYA)

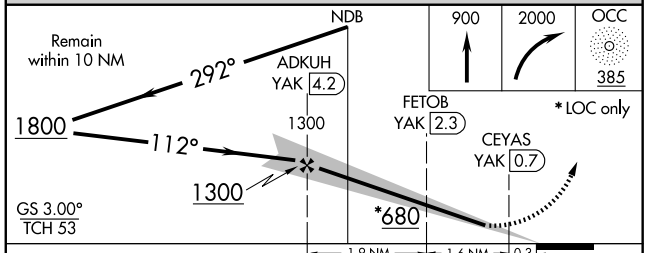
ADF required. Visibility reduction by helicopters NA.
DME from YAK VOR/DME, simultaneous reception of I-YAK and YAK DME required.
Inoperative table does not apply to S-ILS 11.
For inoperative MALSR increase S-LOC 11 Cat A/B visibility to RVR 5000.

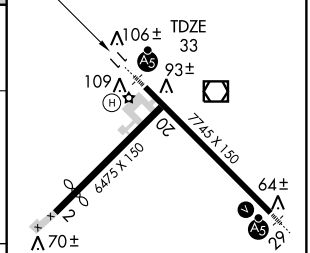
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OCC NDB and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 233/24 200 (200-½) | | | |
| S-LOC 11 | 460/24 427 (500-½) | | 460/40 427 (500-¾) | 460/50 427 (500-1) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| LOC I-YAK | APP CRS | Rwy Idg 7745 |
|---|---|---|
| 111.1 | 292° | TDZE 26 |
| | | Apt Elev 33 |

# LOC/DME BC RWY 29

## YAKUTAT (YAK) (PAYA)

DME from YAK VOR/DME. Simultaneous reception of I-YAK and YAK VOR/DME required.

MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |

ALTERNATE MISSED APCH FIX
OCEAN CAPE OCC 385
112°
292°

YAKUTAT 113.3 YAK Chan 80

OCEAN CAPE 385 OCC

365

2300 to JOTWI 115° (5.6)

115±

116°

296°

LULIC YAK 1.6

LOCALIZER 111.1 I-YAK

(IAF) JOTWI YAK 5.6

292°

10 NM

R-095

(IAF) YISPO YAK 17

067°

247°

4000 NoPT

YAK 17 Arc

LR-106

1600 292° (11.4)

(IF) JUKAL YAK 17

112°

MSA YAK 25 NM
7500
110° 285°
2100

3425

4770

3380

2000

1000

2000

ELEV 33

106±

93±

109

20

7745 X 150

6475 X 150

64±

70±

TDZE 26

29

BACK COURSE

| 500 | 2000 | YAK 113.3 |
|---|---|---|

JOTWI YAK 5.6

Remain within 10 NM

112°

1800

292°

VOR/DME

LULIC YAK 1.6

3.04° TCH 52

1600

VGSI and descent angles not coincident.

0.7 4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 380-½ 354 (400-½) | | | 380-¾ 354 (400-¾) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 5087 |
|---|---|---|---|
| CH 78414 | 022° | TDZE | 25 |
| W02A | | Apt Elev | 33 |

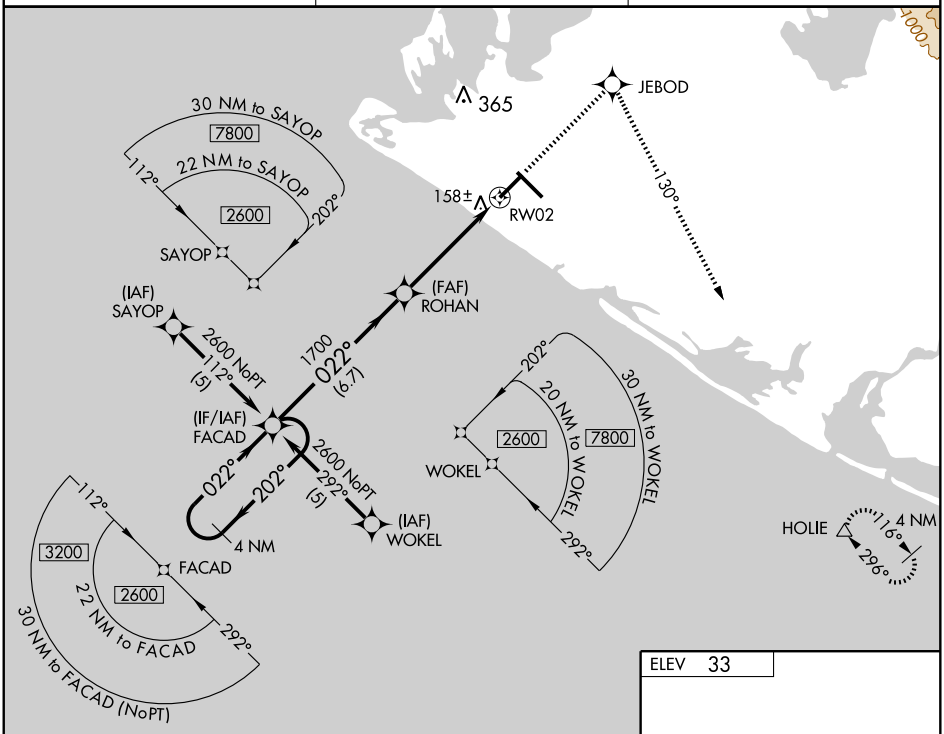
# RNAV (GPS) RWY 2

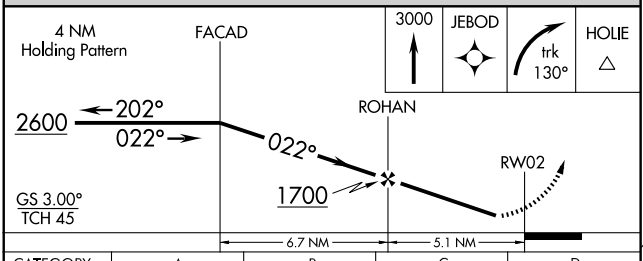
## YAKUTAT (YAK) (PAYA)

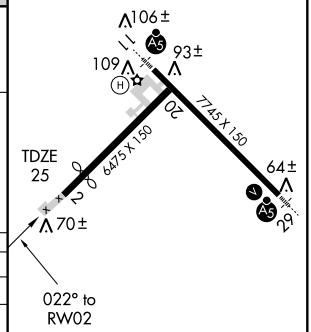
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JEBOD and right turn via track 130° to HOLIE and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 376-1¼ 351 (400-1¼) | | | |
| LNAV/VNAV DA | 477-1½ 452 (500-1½) | | | |
| LNAV MDA | 420-1 395 (400-1) | | | 420-1¼ 395 (400-1¼) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg | 7745 |
|---|---|---|---|
| CH 86414 | 112° | TDZE | 33 |
| W11A | | Apt Elev | 33 |

# RNAV (GPS) RWY 11

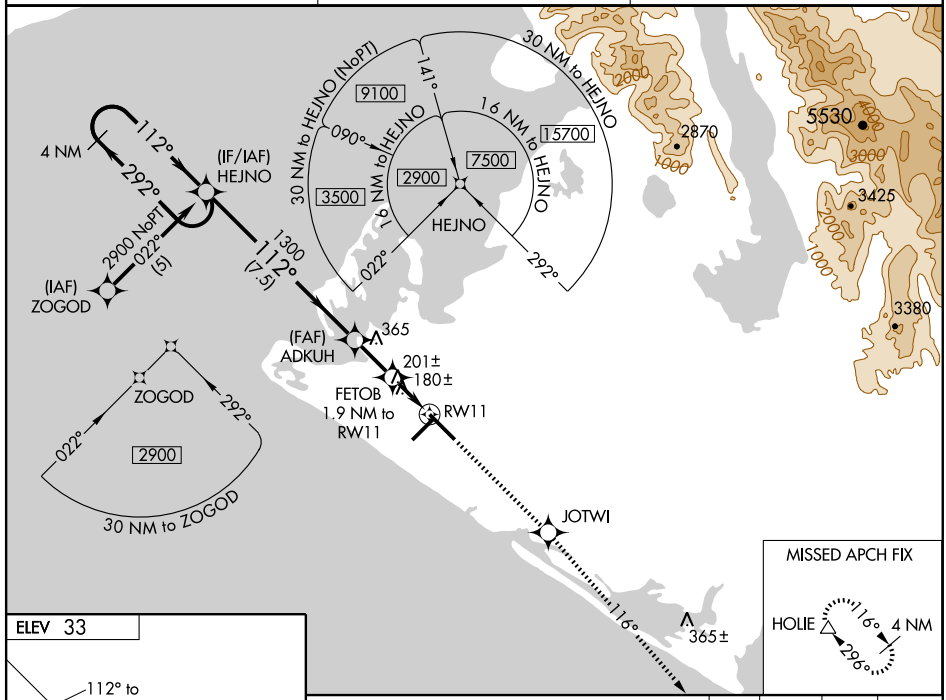
YAKUTAT (YAK) (PAYA)

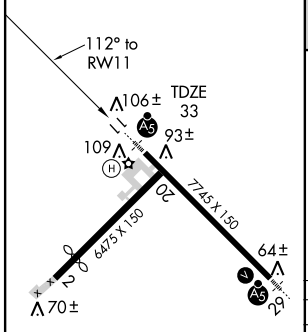
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to RVR 6000, increase LNAV Cats A/B visibility to RVR 5000.

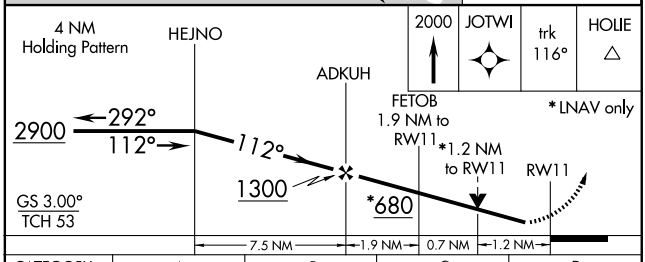
MALSR

MISSED APPROACH: Climb to 2000 direct JOTWI and via track 116° to HOLIE and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 373/40 340 (400-¾) | | | |
| LNAV/VNAV DA | 475/50 442 (500-1) | | | |
| LNAV MDA | 460/40 427 (500-¾) | | | 460/50 427 (500-1) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

| WAAS | APP CRS | Rwy Idg 7745 |
|---|---|---|
| CH 66006 | 292° | TDZE 26 |
| W29A | | Apt Elev 33 |

# RNAV (GPS) RWY 29

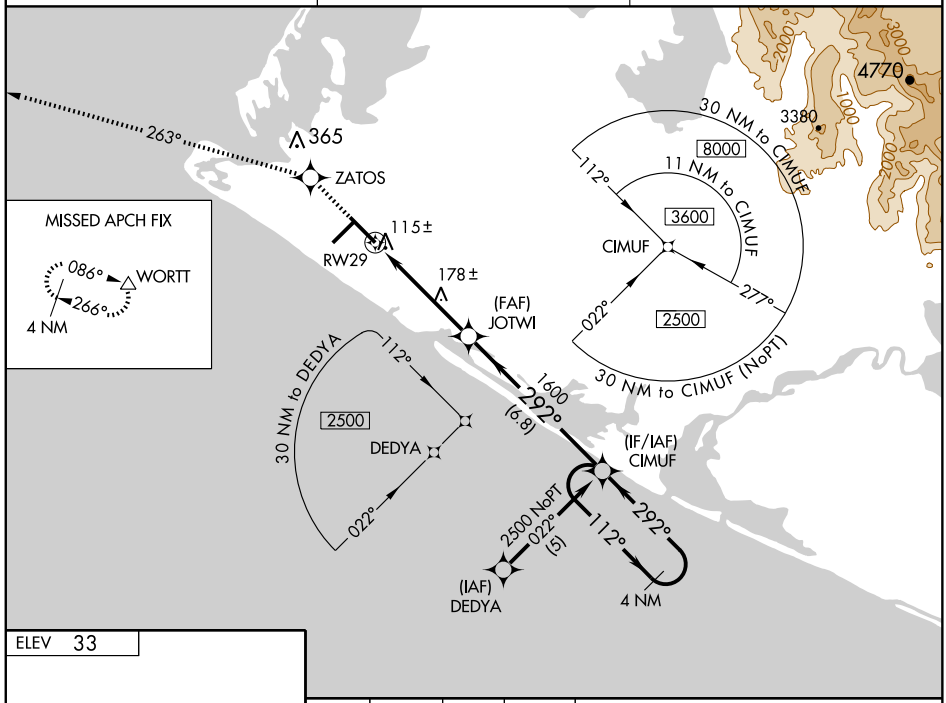
## YAKUTAT (YAK) (PAYA)

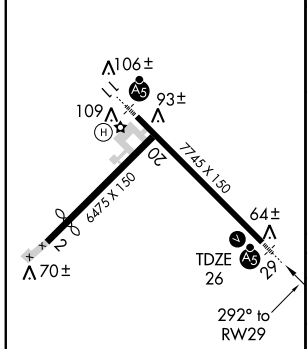
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D to 1¼.

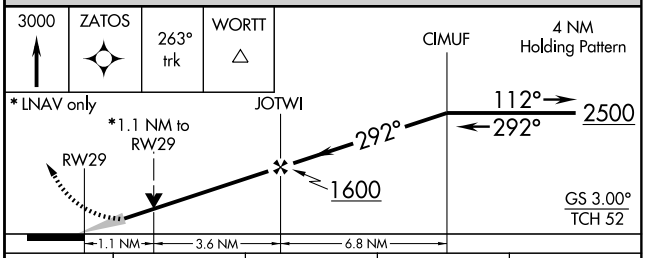
MALSR

MISSED APPROACH: Climb to 3000 direct ZATOS and via 263° track to WORTT and hold.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 305-½ 279 (300-½) | | | |
| LNAV/VNAV DA | 380-¾ 354 (400-¾) | | | |
| LNAV MDA | 440-½ 414 (500-½) | | 440-¾ 414 (500-¾) | 440-1 414 (500-1) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

YAKUTAT, ALASKA

AL-1193 (FAA)

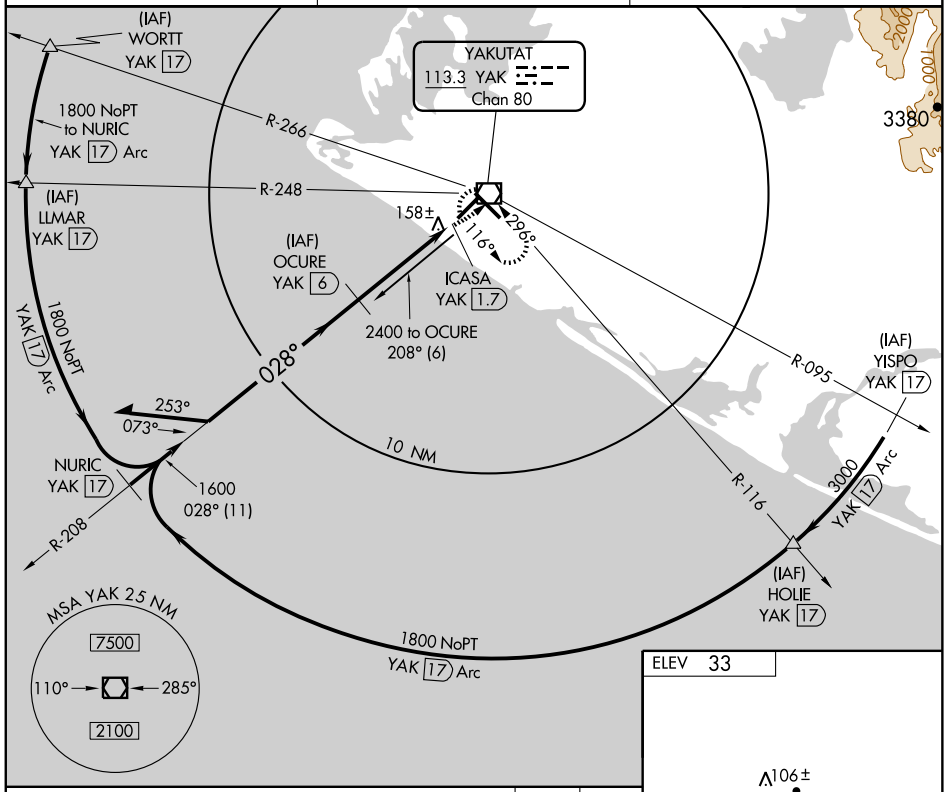
| VOR/DME YAK 113.3 Chan 80 | APP CRS 028° | Rwy Idg 5087 TDZE 25 Apt Elev 33 |
|---|---|---|

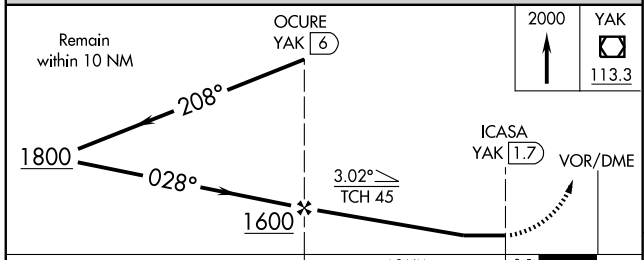
# VOR/DME RWY 2

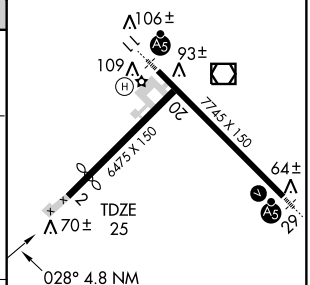
## YAKUTAT (YAK) (PAYA)

MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 420-1 395 (400-1) | | | 420-1¼ 395 (400-1¼) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

YAKUTAT, ALASKA

AL-1193 (FAA)

| VOR/DME YAK | APP CRS | Rwy Idg 7745 |
|---|---|---|
| 113.3 | 091° | TDZE 33 |
| Chan 80 | | Apt Elev 33 |

# VOR/DME RWY 11

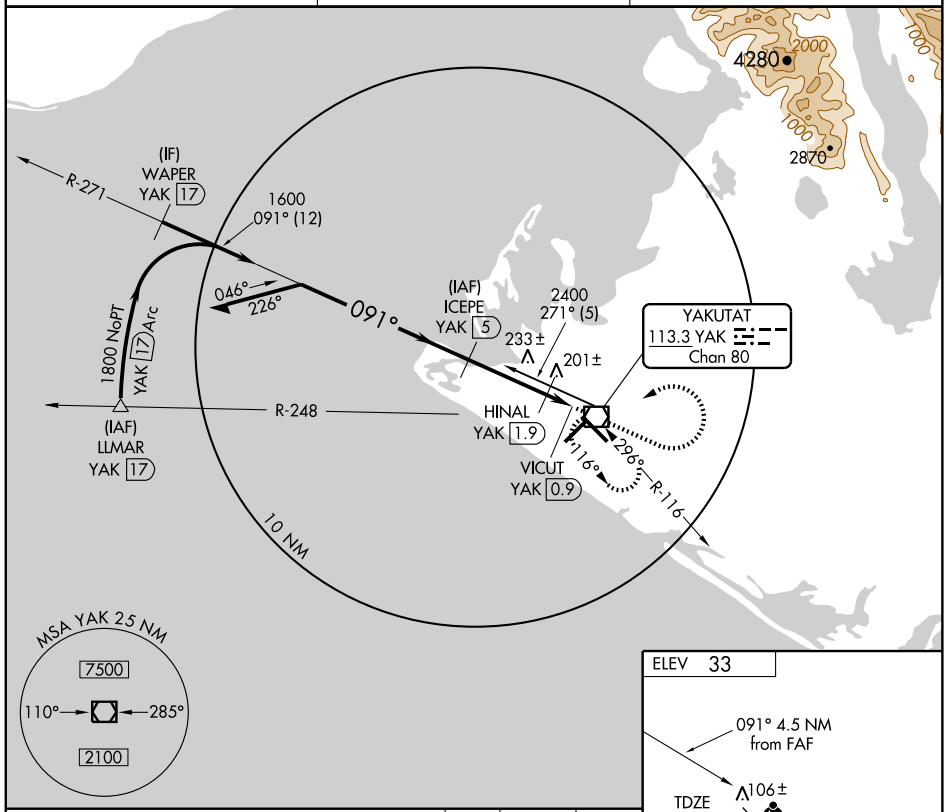
## YAKUTAT (YAK) (PAYA)

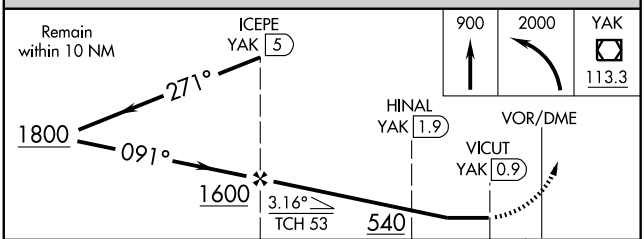
T NA — For inoperative MALSR increase Cats A and B visibility to RVR 5000.

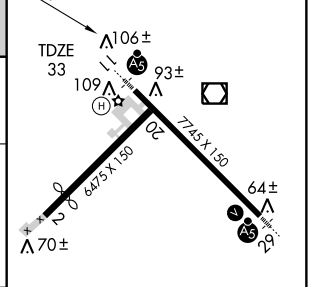
MALSR

MISSED APPROACH: Climb to 900, then climbing left turn to 2000, direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 460/40 427 (500-¾) | | | 460/50 427 (500-1) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

HIRL Rwys 2-20 and 11-29 L

AK, 08 APR 2010 to 03 JUN 2010

YAKUTAT, ALASKA

AL-1193 (FAA)

| VOR/DME YAK | APP CRS | Rwy Idg 7745 |
|---|---|---|
| 113.3 | 305° | TDZE 26 |
| Chan 80 | | Apt Elev 33 |

# VOR/DME RWY 29

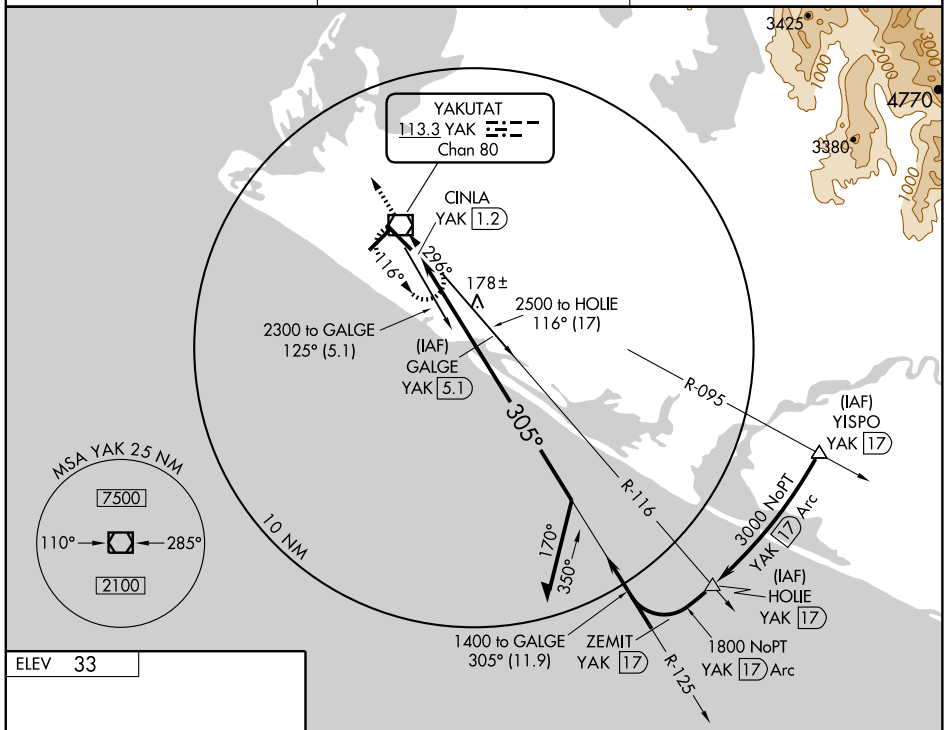
## YAKUTAT (YAK) (PAYA)

T For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.

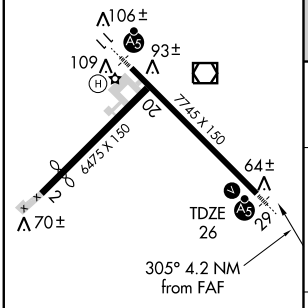
MALSR

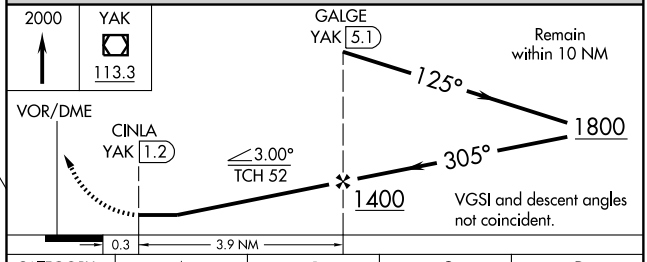
MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

| ASOS | ANCHORAGE CENTER | JUNEAU RADIO |
|---|---|---|
| 135.75 | 119.0 263.1 | 123.6 (CTAF) L 122.2 |




ELEV 33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 440-½ 414 (500-½) | | 440-¾ 414 (500-¾) | 440-1 414 (500-1) |
| CIRCLING | 480-1 447 (500-1) | 500-1 467 (500-1) | 520-1½ 487 (500-1½) | 600-2 567 (600-2) |

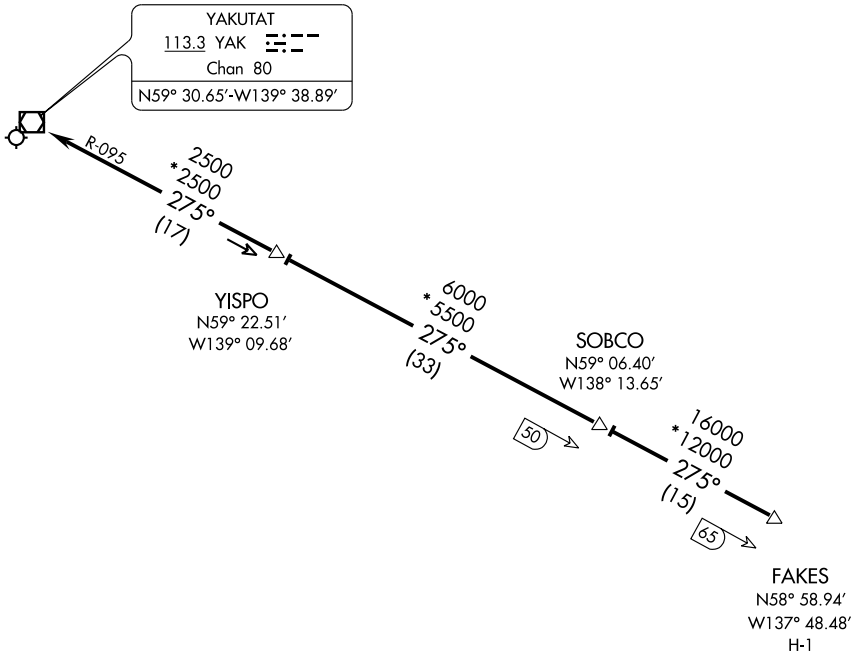
HIRL Rwys 2-20 and 11-29 L

AK. 08 APR 2010 to 03 JUN 2010

# YAKUTAT TWO ARRIVAL (YAK.YAK2)

YAKUTAT
YAKUTAT, ALASKA

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75




NOTE: DME Required.

NOTE: Chart not to scale.

From over FAKES via YAK R-095 to YAK VOR/DME.

AK, 08 APR 2010 to 03 JUN 2010